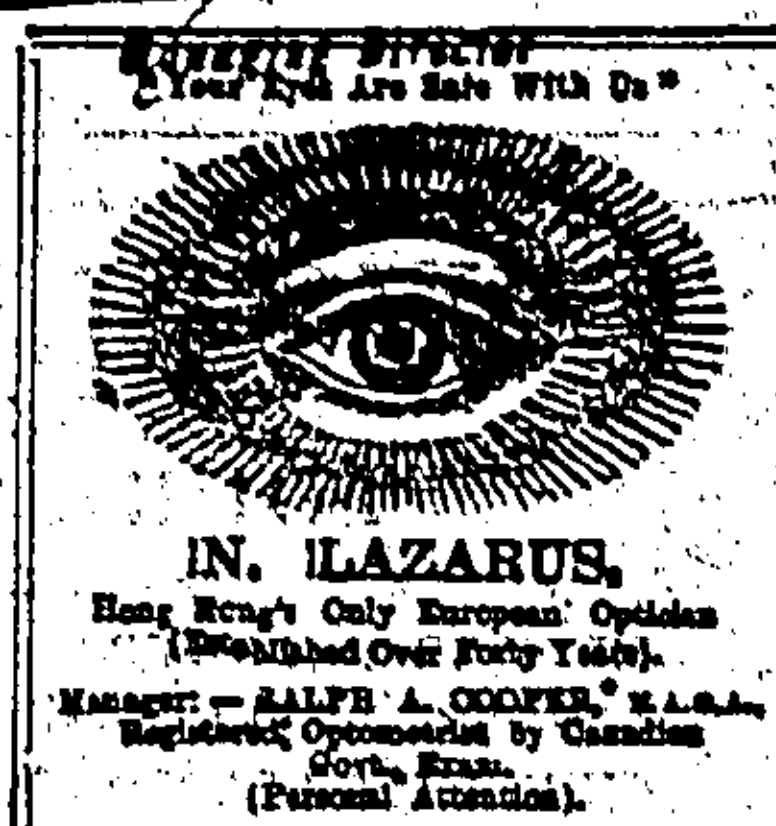


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon Dep.	6.40	8.05	8.30	8.55	9.20	10.00	10.15	1.15	2.35	3.30	4.40
Yau Ma Tei Dep.	6.48	8.13	8.38	8.63	9.28	10.08	10.23	1.23	2.43	3.38	4.48
Shatin Dep.	7.01	8.26	8.51	9.16	9.31	10.11	10.26	1.26	2.46	3.41	4.51
Tai Po Dep.	7.15	8.40	9.05	9.30	9.45	10.25	10.40	1.40	3.00	3.45	4.55
Ma On Shan Dep.	7.20	8.45	9.10	9.35	9.50	10.30	10.45	1.45	3.05	3.50	5.00
Fanning Dep.	7.30	8.55	9.20	9.45	10.00	10.40	10.55	1.55	3.15	4.00	5.10
Shang Shui Dep.	7.35	9.00	9.25	9.50	10.10	10.50	11.05	2.00	3.20	4.05	5.15
Shum Shu Po Dep.	7.41	9.06	9.31	9.56	10.16	10.56	11.11	2.06	3.26	4.11	5.21
Canton Arr.	12.05	1.30	1.55	2.20	2.35	3.15	3.30	4.30	5.50	6.35	7.45

DOWN TRAINS

STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton Dep.	6.10	7.35	8.00	8.25	8.50	9.30	9.45	10.45	11.55	12.55	1.05
Shum Shu Po Dep.	6.18	7.43	8.08	8.33	8.58	9.38	9.53	10.53	12.03	1.03	1.13
Shatin Dep.	6.31	7.56	8.21	8.46	9.01	9.41	9.56	10.56	12.06	1.06	1.16
Fanning Dep.	6.41	8.06	8.31	8.56	9.11	9.51	10.06	11.06	12.16	1.16	1.26
Tai Po Dep.	6.55	8.20	8.45	9.10	9.25	10.05	10.20	11.20	12.30	1.30	1.40
Ma On Shan Dep.	7.00	8.25	8.50	9.15	9.30	10.10	10.25	11.25	12.35	1.35	1.45
Shang Shui Dep.	7.10	8.35	9.00	9.25	9.40	10.20	10.35	11.35	12.45	1.45	1.55
Yau Ma Tei Dep.	7.18	8.43	9.08	9.33	9.48	10.28	10.43	11.43	12.53	1.53	2.03
Kowloon Arr.	8.17	9.42	10.07	10.32	10.47	11.27	11.42	12.42	1.52	2.02	2.12

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WOMEN WHO TAKE DRUGS.

THE TEA AND COFFEE HABIT.

DOCTOR'S WARNING.

"We have seen too frequently reports of suicides or deaths of able, clever, young women who have, in a life of excitement, become addicts to some form of drug." This statement was made by Dr. Catherine Chisholm, President of the Medical Women's Federation, when speaking at a meeting of the Society for the Study of Inebriety at 11, Chandos Street, London.

Dr. Chisholm, who opened a discussion on "Alcohol and Drug Addiction in relation to women and children," began by uttering a warning to the thousands of women who drink tea or coffee on every possible occasion.

"The stimulating effect of tea or coffee drinking," she said, "becomes such a habit among many women that not only in working classes, but also in many middle-class homes, no meal is complete unless it is accompanied by the absorption of tea or coffee."

Drug Addicts.

Dr. Chisholm said that one of the sources from which the drug-taking habit was contracted was medical advice where drugs were ordered or taken to relieve pain and to give sleep.

The victims were often independent women living apart from home influence, or independent of that influence.

"The type of person most susceptible," continued Dr. Chisholm, "is the highly developed nervous type, often either the professional woman, nurse, doctor, or dentist, who has access to drugs, and often work under stress; or the actress, society woman, or professional woman of the under world. They become drug addicts to morphine or cocaine."

"And then there is the neurotic wife, who takes alcohol and venereal, etc. Once the habit is contracted, it is exceptionally difficult for women to recover."

Apart from alcohol, Dr. Chisholm did not think drug addiction was very common in the working and professional classes, although quite frequent enough to be excessively distressing, especially as the cases which occurred were most often among the highly educated and cultured.

"The number of cases," she said, "especially among younger women, has apparently increased. This is not surprising for the greater freedom of women's lives makes it easier to obtain drugs, while the exacting demands of social and professional life give a strong temptation to commence taking some nerve restorer or stimulant."

Willenden magistrate to a deserted wife: How do you know your husband is in work? Wife: I see him get on a City omnibus every morning, and he was never one to pay something for nothing.

SALESMEN WHO ARE "TOO ENGLISH."

THE PRINCE'S CRITICISM BACKED BY EXPERT.

The strong criticism of British salesmanship made by the Prince of Wales in his recent *Maple House* speech was endorsed by Mr. F. W. Goodenough, chairman of the Government Committee for Salesmanship, at the annual luncheon of the British Export Society, at the Savoy Hotel.

"From almost every foreign country," he said, "we get the same lament, that in all too many cases our representatives do not speak or write the language of the potential buyer."

There are still many export firms that correspond with the foreign buyer in English. They quote him in English currency, send him catalogues in the English language, with prices and quantities in English terms.

Then they expect to compete with nations who carry through all their transactions in the buyer's language and commercial terms.

Teaching of Languages.

"When business passes from them to their competitors, they are actually surprised and puzzled."

Accordingly, the salesmanship committee are asking the President of the Board of Education to arrange for an investigation into the teaching of modern languages in this country, and a comparison of our educational facilities in that direction with those provided in other countries.

"Salesmanship, the very core of commerce, if it is to eventuate in permanent profitable trade, must begin in the kindergarten. It must control the factory and transport organisation, and must continue in service after sale. The selling policy of a firm determines its success or its failure."

"No one can win the friendship and confidence of foreign customers if he regards it as a concession or favour to supply them."

"We must realise and act upon the truth that to-day in the realm of commerce the Customer is King."

CHILD AFFORESTERS.

A NEW MOVE IN ITALY.

Rome (U.P.):—"Tree Day," or the "Fete of the Trees" is an old Italian tradition which it is proposed to revive, with modifications and improvements outlined in a letter by the Hon. Giovanni Guirriati to the President of National Forestry Committee. Up till quite recently, it was the custom for the Italian elementary school-children to assist at the planting of young trees in the villages and towns on a day in early spring.

The present proposal, which will be adopted in local form this year, provides that the school-children be given the custody of the trees planted, which they will undertake to look after, water, and protect from weather and other damage as far as possible.

Each of the young trees planted will have its child guardian pledged to do all in his or her power to keep the trees alive till the following year.

THE POPULATION OF AUSTRALIA.

VITAL STATISTICS IN 1927.

An interesting analysis of the Australian Commonwealth's population for the 10-year period, 1917 to 1927, has been compiled by the Commonwealth Statistician. During the ten years, 1917 to 1927, the population of Australia increased by 1,222,791, from 4,982,063 at the earlier to 6,204,854 at the later date, representing an average rate of increase of 2.27 per cent. per annum. This increase was made up of 772,056 due to natural increase (excess of births over deaths), and 448,735 due to excess of arrivals over departures. Births registered in 1927 numbered 133,698, compared with 133,162 for 1926, while the rate per 1,000 persons declined from 22.03 in 1926 to 21.67 in 1927. Compared with many other countries the Australian rate is low, but it is accompanied by a very low death rate, giving a rate of natural increase which is equalled in very few countries.

Among very young mothers, there were 8 aged 13 years, 24 aged 14 years, and 134 aged 15 years. The number of extra-nuptial births for the year was 6286, or 4.7 per cent. of the total births registered. There were 1,472 cases of multiple births, including 1,452 cases of twins and 20 of triplets. Of the 127,409 nuptial births registered 35,321 were first births, while there were eight cases where the child was the seventeenth, five the eighteenth, and one the twentieth child of the marriage. The average number of children per mother was 3.03, as against 3.06 for 1926.

During the year 1927 deaths numbered 58,282, corresponding to a rate of 9.45 per 1,000 of the population, as compared with 9.52 for 1926. Taking them in order the eight principal causes of death were:—Heart diseases, 8,392 or 14.4 per cent.; cancer, 5,758 or 9.9 per cent.; violence, 4,370 or 7.5 per cent.; pneumonia (all forms), 4,451 or 7.6 per cent.; old age, 3,623 or 6.2 per cent.; tuberculosis, 3,441 or 5.9 per cent. The number of deaths in childbirth represented 5.92 per 1,000 children born, as compared with 5.30 per 1,000 in 1926. There were thirty deaths of centenarians—14 males and 16 females, the recorded ages ranging from 100 to 107. Deaths of children under one year of age numbered 7,293, showing that out of every 1,009 children born 54 died before they reached their first birthday. This rate is low, being exceeded only by New Zealand, 39, and Norway, 48 per 1,000 children born. The corresponding figures for 1926 were 7,190 or 54 deaths for 1,000 children born.

There were 49,033 marriages registered during 1927, compared with 47,865 in 1926, while the rates per 1,000 of population were 7.35 for 1927 and 7.92 for 1926; 45,776 marriages were celebrated by ministers of religion and 3,257 by civil officers; 736 brides were less than 17 years old, two being only 12 years. At the other extreme there were 92 brides aged 65 years and over, including one aged 87 years. The oldest bridegroom was 80 years of age.

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Diary of Coming Events.

To-day (April 3.)	Thursday (April 4.)	World Theatre: "Miss Brewster's Millions."
Football: Rugby Triangular Contest: Army v. Navy, Happy Valley, 8.15 p.m.	Annual general meeting, H.K. W.G. and M.C.L. Helena May Institute, 10.30 a.m.	Star Theatre: "Under the Black Eagle."
Football: Senior Division: K.O.S.B. v. South China, Small Unite v. Somerset. Junior Division: South China "B" v. Royal Artillery, Kowloon v. K.O.S.B., Chinese v. Eastern, R.A.F. v. Somerset.	Queen's Theatre: "The Awakening."	Banvard Musical Comedy Co. Star Theatre, 8.15 p.m.
Queen's Theatre: "Don't Marry" and Janna Ducla.	World Theatre: "Sally, Irene, and Mary."	Star Theatre: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
World Theatre: "Sally, Irene, and Mary."	Star Theatre: "Johnny get your hair cut."	Dinner Dance: Peninsula Hotel, 8.30 p.m.
Banvard Musical Comedy Co.: "Clowns in Clover," Star Theatre, 8.15 p.m.	Banvard Musical Comedy Co.: "Clowns in Clover," Star Theatre, 8.15 p.m.	U.S.R.C. Dance, 8.15 p.m.
World Theatre: "Sally, Irene, and Mary."	Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.	Saturday (April 6.)
Star Theatre: "Johnny get your hair cut."	Dinner Dance: Peninsula Hotel, 8.30 p.m.	Golf: Captain's Cup, Fanning.
Banvard Musical Comedy Co.: "Clowns in Clover," Star Theatre, 8.15 p.m.	European Mails: Inward: Europe via Nippon (Diomed).	Football: Senior Division: Kowloon v. Royal Artillery.
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.	Friday (April 5.)	Crickets: Division I: Hong Kong v. Best (Division II: Kowloon v. Hong Kong O.C. (F), H.K. Electric v. Indians (F), Civil Service v. University (F).
Dinner Dance: Peninsula Hotel, 8.30 p.m.	Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.	H.K.A.D.C. "The Dover Road," Theatre Royal, 8.15 p.m.
European Mails: Inward: Europe via Siberia (Padua).	Hockey: Y.M.C.A. and XI v. H.K. Club "A," King's Park, 3 p.m.	Queen's Theatre: "The Awakening."
	Queen's Theatre: "The Awakening."	World Theatre: "Miss Brewster's Millions."
		Star Theatre: "Under the Black Eagle."

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AN UP-TO-DATE GARAGE.

KOWLOON'S FIRST MOTOR "AMBULANCE."

One of the busiest repair stations and garages in the Far East is the Duro Garage in Nathan Road, Kowloon, writes a *Daily Press* representative. With accommodation for over 100 cars and a magnificent approach flanked on either side by up-to-date petrol pumps, the garage has every modern appliance in stock to deal with any emergency call.

I spent a most interesting hour in the repair shops yesterday. Suspended on chains from a girder overhead, a six-seater Willys-Knight was undergoing spray-painting, the coachwork having previously been well cleaned and glasspapered in readiness for the operation. Two men only were needed to make an old car look like a model straight from the illustrated pages of the latest catalogue.

In another corner of the repair shop a car had been dismantled right down to the bare chassis and a mechanic with an acetylene welder was busy at one end while, at the other, another expert was dismantling the engine.

As I was watching these operations the double doors swung open and a powerful little repair truck swung into the garage with a large Buick car half-hoisted in the air. An ingenious little contrivance

(Continued on next column).

SILENT MOTOR-CYCLES. SEEKING EXPERT ADVICE.

The prevailing notion that all motor-cycles are noisy, which existed a year or two ago, has now almost vanished. It is becoming the fashion among riders to seek for silence. Noise is coming to be regarded as bad form.

Three years ago, when the R.A.C. first instituted its campaign in favour of quieter motor-cycles it offered to supply free advice to motor-cyclists for silencing the exhaust of their machines.

At that time, for every application for such advice there were seven summonses to be defended under the R.A.C. free legal defence scheme in respect of members prosecuted by the police for noise.

To-day the proportion is nearly reversed: for every motor-cyclist summoned for having a noisy exhaust there are five who seek advice as to how they may further silence their machines.

fitted to the back of the truck bore the best part of the weight of the damaged Buick which had apparently tried conclusions with a stone wall, or something of that nature.

"This little garden-roller arrangement," said the manager of the garage, "represents almost the last word in ambulances for damaged cars. It is constructed in such a manner that it can hitch on to our repair truck and carry the weight of anything from a motor-cycle to a bus. No matter how damaged a car may be, the 'ambulance' can deal with it effectively."

MOTOR NOTES

WHEN WHEELS APPEAR TO REVOLVE BACKWARDS.

Most people have noticed that motor-car wheels on the cinematograph screen occasionally revolve backwards, although the hero's attitude may be indicative of Malcolm Campbell at his best, writes Professor A. M. Low in *The Motor*. The same effect is observed when a car is passing a fence in which there are gaps between the palings if the cinematograph shutter happens to operate at similar speeds to the rate at which the spokes of the wheel pass your eye. Only alternate spokes are seen and after the spokes which should be moving towards the top of the wheel is obliterated you will see the next spoke which has not quite reached the position of the leading spoke when you last saw it on the film. The result is to suggest to the vision that the wheel is revolving backwards.

If it were not for the power of the eye to retain an impression for a short period, the cinematograph film would be a mere jumble and a blur. I believe that some monkeys have so little "retentivity" of vision that they cannot appreciate the cinematograph. This criticism would prove a god-send to producers when dealing with disgruntled critics!

A NEW NATIONAL SPORT.

A writer in *Motor Cycling*, on the subject of dirt-track racing, says:—

Taken generally, I think I can say that 1928 gave Great Britain a new sport. I am not going to predict that it will become an established national pastime, but I do think that for some time to come the cinclers will prove a powerful attraction for the sporting public. I am no prophet, but I firmly believe that this year will be a boom year, after which dirt-track racing will settle down as a genuine amusement—running quietly, attracting its regular patrons and supporters. Dog racing had been a popular sport long before the Grainger flash-in-the-pan, and now it is settling down to its old place in the scheme of things. I think the dirt will do the same.

MOTOR WORKS LABORATORIES.

Whilst the average man realizes that research work has always been carried out, he does not realize that work on similar lines has spread into the sphere of motor manufacture, but it is a fact that no large works is complete without a fully equipped laboratory under the charge of a competent metallurgist. Its functions, whilst not so far reaching as those of a research laboratory, are, however, almost equally important.

The duties of the metallurgist, says *The Light Car and Cyclecar*, include responsibility for keeping all materials used in car construction within their correct specifications; and in collaboration with the designer he selects the most suitable material for each component part, further lays down the necessary physical properties and decides the form of heat treatment when required.

Standardization of recognized alloys is now well advanced, and specifications, covering both physical properties and chemical composition have been delineated by such authoritative bodies as the British Engineering Standards Association and the Air Board.

HOW NATIVES BUY 'BUSES.

The facility of hire-purchase has made tremendous differences to the commercial motor trade, and it is not always realized, points out *The Commercial Motor*, that in many a Javanese jungle village, peasant bus owners pay their monthly instalments to a finance house (or fail to pay it, as the case may be), just as our village bus proprietors do at home. The deposit, however, which is usually one-third of the value of the vehicle, is frequently obtained from a money-lender in the case of these Orientals, and the interest on the loan may be anything up to 75 per cent. Consider that these poor fellows do not always understand the setting aside of an amount to cover depreciation, it will be well realized how hire-purchase, imprudently applied, may bring motor-bus operators to a sorry plight.

It is well for the road-passenger business that hire-purchase is so well regulated in this country.

PRICE OF PETROL.

£8,000,000 MORE FOR THE COMBINES.

HOW IT WAS DONE.

TOTAL COST IN PETROL AND TAXES TO BE £90,000,000.

The secret conference of the oil kings held last August in Achnacarry Castle—and exposed at the time by the *Daily Express*—has culminated at last in its great object of raising the price of petrol to the British consumer.

At that conference the greatest secrecy was maintained. Sir Henri Deterding took the castle "just for a shoot." There he, was joined quietly by Mr. Walter Teagle, the Standard Oil magnate, who had arrived from New York "just for a private holiday." Sir John Cadman, chairman of the British Government-owned Anglo-Persian Oil Company, reached the castle by road, and as unobtrusively as his American rival.

"Shooting" the Motorist.

Other lesser magnates and a large secretariat took up their quarters in the neighbourhood. It was the most elaborate "shoot" in Scottish sporting history, but the grouse was not the objective. The bird they were after was the motorist—and especially the British motorist.

One of the first matters discussed was a world plan to depress the production of oil. There was too much oil. It was gushing at such a rate in every corner of the globe that the market was being flooded. That plan was tried but fell through. Powerful as they were, the oil kings could not check the natural economic law of production.

Another alternative or auxiliary plan was discussed. Why, the magnates asked, should not each company supply its market from the nearest source of supply? Since they were all rivals on the surface and all in a price combine, why not pool sources of supply and cut the costs of transportation?

That plan has been largely carried out and has resulted in a striking reduction of costs.

Businessmen Enter the Ring.

But savings in cost were not enough. They must somehow raise the price of petrol in spite of over-production. What was keeping it down in Britain? Principally Russian petrol, which was increasing its sale daily in spite of a noisy Press campaign to suppress it. The Russians, therefore, had to be brought into the ring.

That plan succeeded. It was triumphantly carried through recently. For the first time the Russian Oil Products announced their increase simultaneously with the combines.

Russian petrol is no longer the forlorn hope of the British motorist. It shares with the British Government company the honour of now being included in a price ring dominated by Dutch and American interests.

The division of profits will be a juicy one. The increase of 2½d. a gallon means that an additional £8,000,000 will go into the coffers of the oil companies.

Of this sum the Anglo-Persian Oil Company, which is controlled by the British Government, will receive approximately £2,000,000, that being its share according to the proportion of the British market allowed it by the foreign oil dictators.

Squeezing Car-Owners.

The British Government, therefore, exacts this extra profit from the British motorist although it is already taking from him approximately—£25,000,000 in horse-power tax, and £17,000,000 in petrol tax.

In other words, assuming that the consumption of petrol this year reaches 900,000,000 gallons (a moderate estimate), the British motorist will be asked to pay for his petrol, horse-power tax, and petrol tax a sum not less than £90,000,000.

Two men dominate the situation—Mr. Churchill as Chancellor of the Exchequer, and Mr. F. E. Powell, the American representative for Britain of the Standard Oil interests, and the most authoritative voice at the councils of the Petrol Distributors' Committee in Britain—in other words, "The Ring."

Mr. Churchill was hoping for a further increase in the petrol tax, with a compensating reduction in the horse-power tax.

But the combines have acted first. They have forestalled the Chancellor. An increase in the petrol tax would now be out of the question, even for Mr. Churchill. The horse-power tax, the invention that has done so much to kill British export trade in motor-cars, must presumably remain.

The foreign dominated Petrol Distributors' Committee has called the tune and the British motorist must pay the piper.

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ROADS ABOVE THE RAILWAYS?

PLAN TO RELIEVE CONGESTION IN LONDON.

No one who has even a superficial knowledge of the road transport of goods and passengers can but believe that the future holds vast possibilities of traffic increase. Every day more and more vehicles—private and commercial—are being brought into service, and the rate of increase is far more likely to rise than to fall. Upon its development depends, to a great extent, the national welfare, says the *Commercial Motor* (London), and we have still a very long way to go before we reach the proportion of vehicles to population which exists in the United States.

The main problem is, however, how our roads can be made adequately to cope with the traffic likely to exist in the near future. Already there is distressing congestion in many busy centres of population, and the authorities are finding the work of superintending this traffic increasingly difficult. In the smaller towns and rural areas there is hardly likely to be considerable congestion for some years to come and the trunk roads which have already been built, and are likely to be constructed in the future, will probably be able to meet our early needs in this direction.

Access to Arteries of Traffic.

The great difficulty is to obtain access to these main arteries of traffic, and this is where a vehicle, whether it be private or commercial, has often to waste so much time. For instance, once a vehicle is on the Great West Road it can keep up a very fair average speed, but to reach this road from any of the offices of this journal it has to traverse many busy, and often congested, thoroughfares. This, during certain times of the day, may occupy an hour, although the distance is only nine miles.

To extend such a road much farther into the centre would involve an enormous expenditure, the destruction of a huge amount of valuable property and the rebuilding of a number of bridges. The same remarks apply to practically any other trunk road, and the problem is how such a drastic procedure can be avoided. It is certain that something must be done—and that quite soon.

Our suggestion is that these main roads should be linked to the traffic centres by roads carried over the railway lines, their inner ends being at the railway termini. The idea may seem somewhat revolutionary, and we are quite prepared to admit that there are many difficulties in the way of its execution, but difficulties exist to be surmounted. The railway companies would, no doubt, object violently. Some critics also may suggest that the cost would be so enormous as to rule out the possibility of such roads, but after a close study of the question we do not believe that the expenditure would need to be nearly so great as might at first be thought. Other cities have elevated railways, so why should we not have elevated roads? The only reasonable place for such roads is over the railway, where practically all the difficulties as regards property and the use of the area covered have been fought out in years gone by. Such roads would merely be making use of space which might be referred to as being "in the air."

"Impossible" Things Already Done.

The engineering problems in a task of this nature may be of considerable magnitude, but are not such as would be likely to appal men who have achieved other feats which at one time would have been regarded as well nigh impossible. Consider what a wonderful vista of possibilities the carrying out of such a scheme would bring to our vision! Imagine being able to run straight on to a trunk road at, say, St. Pancras, Charing Cross or Liverpool Street.

The scheme need not necessarily be confined to the Metropolis. The arguments are almost equal in weight when considered in respect of other amongst our important cities, where the traffic is nearly as great as in London.

So far we have alluded to such over-the-railway roads as being useful links with the trunk roads, (Continued on next column).

WHY MOTOR-CARS BREAK DOWN.

Some of the principal causes of motor-car breakdowns on the road are dealt with in an analysis issued by the R.A.C. This is compiled from reports issued by the club's numerous guides throughout the country.

The commonest cause of breakdown is due to ignition failure, the percentage being 22.7.

The following table gives the main sources of failure, and it might be studied with advantage by car manufacturers of all countries:—

	Per cent. of total.
Ignition	22.7
Axle shafts	13.8
Cylinders and pistons	10.5
Clutch	5.1
Universal joints	4.1
Carburation	2.8
Lighting	2.0
Lubrication	2.5
Valves	1.4
Gear-box	2.3

It says much for the efficiency of modern brakes that the percentage of failure here is as low as 1 per cent.

There can be no question that in a very large number of cases dealt with the failures were not entirely due to faults in the car itself; neglect undoubtedly played a considerable part.

WORKERS' SUN TEST.

NOVEL EXPERIMENT IN ENGLISH TYRE FACTORY.

The sun's effect on the health of workers is to be tested in novel fashion at the large new commercial offices which have been built alongside the main entrance of Fort Dunlop, near Birmingham.

All the windows on the first floor have been glazed with vitreous glass, the sun's ultra-violet rays, which are cut off by ordinary glass. Careful records are to be kept of the health of the workers on this floor, and compared with similar statistics taken of the workers on the other three floors.

A similar experiment carried out in Lancashire showed that there was much less absenteeism amongst those employed in a shop reached by the health-giving rays than amongst other groups working behind ordinary windows in the same factory.

Should the sun workers at Fort Dunlop show any such gains, every window in the great new building is to be glazed to admit the ultra-violet rays.

MOTOR VEHICLE LICENCES.

ENGLISH FIGURES.

The number of motor vehicle licences current on January 31 last in England and Wales was 1,359,314. The number of driving licences issued in England and Wales during the 12 months to November 30, 1928, was 2,305,207.

but, later on, as conditions justify and as finance permits, these links might themselves be extended into trunk roads penetrating as far as the railways.

There is no reason why this combined road-rail system should be inartistic or unharmonious—in fact, the inner termini could easily be made quite pleasing. Ramps could be utilized either for one-way or two-way traffic, according to the conditions. Vehicles could travel in both directions.

Where tunnels are encountered there would be the option of raising the road over the tunnel or leaving the railway track for a short distance and rejoining where it emerges into the open. The latter procedure would only be necessary where the tunnel penetrated particularly high ground, which could then be avoided by a slightly circuitous route. Suitable ramps could also be provided at convenient points, such as wayside railway stations, so that vehicles could leave the overhead road, either for the purpose of reaching an ordinary road or for loading and unloading.

We fully expect this scheme to be subjected to a large amount of criticism, but we put it forward as a basis upon which something even more valuable may, possibly be founded.

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Soon

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The truck that has reaffirmed Chevrolet's proud claim to economical transportation in every country of the world—a Six in the price range of the Four—a truck that offers truck users in every line of business scores of vital advantages that have never before been available in any haulage unit priced so amazingly low.

The 1929 Chevrolet 6-cylinder utility truck and the 1929 6-cylinder commercial have been on display since the 6th March, at our Show Rooms.

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TRAFFIC IN PARIS.

HOW IT IS REGULATED.

THE CITY OF TAXI-CABS.

From the point of view of traffic, no two great cities are alike; each has its special individuality, and therefore each has its own traffic problem. At the one pole is Manhattan Island, wherein New York, enclosed between the East River and the Hudson, has been forced to sprout upwards into skyscrapers. At the other pole is Tokyo, which, with less than half the population of London, spreads with its little dwellings over an area greater than that of any other city in the world. There are, roughly speaking, great cities that sprawl, others that are bounded and shut in. To each category the population test applies differently. To the one sort a lateral measurement only suffices; to the other there is, as with New York, a vertical element to be considered.

Even more than New York, Paris (says the correspondent in that city of the *Manchester Guardian*) is an island city. What has made it an island are its ring of fortifications created in the forties of the last century. They encircle it like a medieval wall and moat, traversable only at the various gates, and at these gates the strangest hold is made of the most intense by the absurd petrol system. Paris, in a word, is still a walled city, and within its walls dwell nearly three million people, and what is most to the point, virtually the whole of the motoring class. Such a congestion, both of human beings and of vehicles, is not to be found elsewhere.

Sticking to the City.

Paris has, to be sure, its suburbs. But the less said of them the better. It would be hard to find a parallel to the inner "zone," with its misery and filth. The outer industrial zone is hardly more tolerable. These "suburbs" have nothing in common with the outer dormitories of London. No one who valued his skin, much more his health or his comfort, would dream of venturing therein. The wealthy and the middle class of Paris keep prudently within Paris proper and keep their cars within Paris.

Comparing London and Paris as a whole by the vertical test, the French capital would come out on the average some three or four storeys higher, a fact which accounts for the barrack-like regularity of all the streets alike, and renders Paris, outside one or two main avenues, so extremely ugly as a city. To give full force to this vertical element, it should be added that the Paris population is pretty well entirely herded into tenements (rich and poor alike), and that save for the dark courtyards of the tenement blocks there are virtually no open spaces, gardens, or parks.

The Hours of Encumbrance.
At lunch time and at nightfall this virtually congested population pours into the streets simultaneously. These are what in Paris are called "the hours of encumbrance," an exact phrase. At these hours city traffic is brought pretty well to a complete block. Between mid-day and 2 p.m. and between 5 p.m. and 7 p.m. no one who was not an invalid would dream of traversing central Paris in a motor-car or taxi. More and more during these hours taxi-drivers in the outskirts are refusing to take clients into the centre. Still less would one, unless one were compelled, think of taking the "Metro" (i.e., the underground) or the "buses." The queues at, for example, the Opéra "Metro" station are interminable, and anyone who had to wait less than an hour for a place on a bus might judge himself lucky.

The government of the city is partly to blame. Why it should object to the compact double-deck bus of the London type and prefer the long, unwieldy, caterpillar-like single-decker, often six-wheeled, so that in making the slightest manoeuvre it blocks a whole thoroughfare, is beyond imagining. Nor why it prefers single-decked trams that linked together in two or three longers constitute rather railway trains than trams and hold up traffic in their deliberate passage for two or three minutes at a time. Let a Manchester man imagine the Charing Cross and Strand trains crawling across Albert Square or a Londoner the local trains of Charing Cross meandering across Trafalgar Square in the masquerade of linked trams and he would have a faint idea of the Place de la République or the Place de la Bastille in the crowded hours of the day. Nor again can it be understood why these cumbersome motor-buses and tram-cars run so few and far between. They create a maximum of blockade when they do run, but provide no corresponding or compensating service. Had Paris anything like the London motor-bus service or the Manchester tram-cars, life would be much easier. But why it should be so is a mystery that only tradition, prejudice, and the singularity of Paris as the only great human agglomeration in France—in other words, the lack of experience—can explain.

Too Many Taxis.

The result is an enormous superfluity of taxis. In Paris a taxi costs only fourpence a mile. There is no extra charge for extra passengers, so that for "three" or "four" people they are even cheaper than the buses. And then in a virtually walled city there are such short

distances to go. No wonder that Paris has more—let it be said in justice better—taxis than probably London and all the other cities of the United Kingdom combined. No wonder, too—thanks not only to the taxis but the innumerable private cars in a land where the petrol and motor-car tax is so low—that the traffic problem of Paris is beginning to appear insupportable. Nor is the comic press guilty of excessive satire where it suggests that at certain times of the day it would save time and money both for taxi-driver and client if the one could attach a taxi-metre to the leg of the other, accompany him on foot to his destination, and charge him accordingly.

M. Chiappe, Traffic Dictator.

A few more details to complete the picture. Like London, Paris is cut across by a river, but, unlike London, the south side here, "La Rive Gauche," is as important and as busy as the north. Imagine the City and the theatreland north of the Thames, and Buckingham Palace, Whitehall, the House of Commons, Mayfair, and Bloomsbury to the south of the Thames. Then put between the two the barrier, nearly a mile long, of the Louvre and Tuilleries Gardens. Add the many centuries-old, exquisite, and narrow bridges like the Pont-Neuf and the Pont-Royal architectural glories that no one in Paris (unlike London) would ever dream of touching. The transpontine problem in Paris is much graver than that of London. The dictator of Paris traffic is M. Chiappe, Prefect of Police, the most energetic, innovative, and miracle-working Corsican since Napoleon (incidentally, with some of his faults). Five years ago the traffic control here was almost comically chaotic, the joy of every English visitor; to-day it is equal, if not superior, to that of London or even of New York. No capital city can boast of such a splendidly efficient "pointman," a few of so well-drilled a motor world, even though it be somewhat excessively at the expense of the pedestrian.

No other capital possesses so fine or so large a fleet of taxis or such skilful—too skilful and too daring—taxi-drivers. A few years hence, perhaps a few months even, it may become necessary at the hours of maximum congestion to thin down traffic in the centre of the city, to weed out unnecessary vehicles, to invent a system of "passes," to impose what in New York is called the "curfew," a "curfew" that the "curfew" will not be, as in New York, between 7 p.m. and midnight, but between 5 p.m. and 8 p.m., for the Parisian is a home-going, early-to-bed creature. A further relief will inevitably be found in double-deck buses of the London type, and their multiplication at least seven or eight fold, which would mean a corresponding reduction in the number of taxis now altogether excessive. A romantic, sensational press talks of "up-streets and down-streets" of traffic at different levels. But this would mean the rebuilding of Paris from top to bottom. It would be cheap to destroy the city and re-erect it on another site. Such Utopias are not worth serious consideration.

THE LAW OF LICENCES.
MOTOR-COACH COMPANY FINED.
At the Brighton Police Court Grey Coaches, Limited, a London firm, were summoned for plying for hire with an unlicensed motor-coach on April 10 last. The driver of the vehicle was summoned for driving the vehicle in the same circumstances. Last year, when the case was first heard, it was contended that Grey Coaches, who garaged their cars at Brighton, and went to a depot in West Street simply to take up passengers, and then drove to the London without stopping to take up further passengers, were not liable to be licensed in Brighton.

Mr. Raymond Jennings, for the prosecution, said that the case had been taken to the Divisional Court, which had remitted the case to the Justices with a direction to convict. Mr. Edmund O'Connor, for the defence, said that his clients thought they were acting legally last year, having been advised that they did not require a licence. The Bench decided to inflict a nominal penalty of £1 with an order to pay 10s. costs, and the driver was fined 10s.

LARGE CONTRACTS FOR MOTOR TONNAGE.

During the course of February, according to *The Motor Ship*, orders were placed for 34 motor ships totalling 180,000 tons gross, of which 12 (of 60,000 tons gross) are to be built in England. They include 15 cargo liners designed to maintain 14 knots or 15 knots at sea, thus illustrating the tendency to raise the speed of freight-carrying ships. Included amongst the orders mentioned are four Diesel-engine trawlers which are believed to be the largest fishing vessels of the type yet built. It is recorded that among those who ordered motor ships are four firms, owning between them oil-engined ships of three-quarters of a million tons deadweight, and they have now contracted for a score of motor vessels which will add over 200,000 tons deadweight to their fleet.

MOTOR NOTES.

HORSE VERSUS MOTOR.

ANIMALS MORE ECONOMICAL FOR SHORT HAULS.

The Royal Commission on Transport sitting in London recently heard some interesting evidence given on behalf of the National Road Transport Employers' Federation. Sir A. Griffith-Boscawen presided.

Mr. F. L. Turner, who gave evidence on behalf of the Federation, said that it represented practically the whole of the larger haulage contractors in England and Wales. The advantages of the internal combustion engine for road transport had been specially shown in regard to the transport of frozen meat direct from ships, while in the case of milk the cost of transport had been greatly reduced by the introduction of the glass tank. The haulage contractors could also take by road goods that could not be carried by the railways on account of their bulk, such as marine boilers. They could also carry complete locomotives weighing 65 tons.

The Chairman: At what speed? About five miles an hour.
The Chairman: The legal limit being four miles. (Laughter.)
The witness agreed that that was not the kind of traffic for which the roads were built; in many cases bridges had to be trusted. These heavy loads were not usually taken any distance and were practically limited to short distance.

Heavy Taxation.
Asked by the Chairman whether there was a general tendency to substitute motor-vehicles for horse-drawn vehicles, the witness said that that was not so for short distances. In a port such as Liverpool the horse was in a strong position, being much more economical. Up to a distance of four miles the horse was more economical than mechanical transport. Until a year ago it was true to say that the horse could not be economically used for distances over three miles but increased taxation, especially the petrol tax, had changed conditions. The petrol tax to a certain extent had had the effect of stopping the increase in mechanical vehicles, and in places like Liverpool, and perhaps London, it had brought the horse back.

In reply to questions by the Chairman, the witness said that he could not see why commercial vehicles in England should be so much more heavily taxed than those in every other country of the world. The taxation on an average commercial vehicle, on its average running and including the petrol tax, was about £110 a year in England. The nearest approach to that figure was in the case of Texas, where the tax would be £79 10s. In France the tax would be £11 4s. In Belgium £16, in Germany £39 12s., in Italy £11, in California £19 6s., in Michigan £35 15s., and in New York State £8 4s. Those figures had been compiled by a joint committee of motor manufacturers and the railway companies.

Damage to Roads.
The witness said that he could not agree that the heavy commercial vehicle did more damage to roads than any other vehicle. He did not think it did more damage than the fast-moving motor-coach.

The Chairman: But the fast-moving motor-coach as a rule has pneumatic tires.
The witness replied that so had many commercial vehicles, including 4-ton vehicles.
With regard to speed restrictions, he considered that the speed limit for heavy vehicles was unduly low. The Federation recommended that for heavy vehicles with pneumatic tires and without trailers the maximum speed should be 30 miles instead of 20 miles; for the same vehicles with soft or elastic tires, 20 miles instead of 15; and for the same vehicles with trailers, 20 miles instead of 10. For solid-tired vehicles they suggested 16 miles instead of five. These figures were in each case higher than those in the draft Road Traffic Bill. The Federation had had a letter from the Minister of Transport saying that he would give these speeds careful consideration.

Asked by the Chairman whether he looked forward to a very great increase in the cartage of goods by road, the witness said that he did not and that it was less now than it was in 1921. That was due to taxation. He thought that if taxation was reduced there would be an increase, but he could only speak for the haulage contractors and not for people who carried their own goods. He did not consider that the prospects of the haulage contractors' trade were good at present.

In reply to questions by Major Salmon, M.P., on the subject of comparative taxation, the witness agreed that in Belgium the roads were very poor. He did not consider that saturation point had yet been reached in England in regard to road transport.

Asked by the Chairman whether the Federation were in favour of

RAILWAYS & ROAD TRANSPORT.

NEGOTIATIONS WITH ENGLISH MUNICIPALITIES.

Sir Josiah Stamp stated at the London Midland and Scottish Railway Company's meeting that active negotiations with road transport undertakings, both municipal and independent, were proceeding, and that arrangements had already been made with certain municipal corporations and were at various stages with others, and the statement is exemplified by the state of such negotiations at Sheffield, and at Manchester and Salford.

As has already been announced, Sheffield was the first corporation with a large road transport undertaking operating omnibuses as well as tramways to arrive at an agreement with this railway company on the delimitation of their respective areas of operation of motor-omnibus vehicles. Meetings between representatives of the L.M. and S. Company and the Corporation Tramways Departments of Manchester and Salford are also projected, with a view to effecting similar agreements for the south-east of Lancashire, but no scheme as yet ready for consideration by the Manchester Corporation Tramways Committee.

Three Classes of Motor Services.
The L.M. and S. Railway Company's desire to make an arrangement for this part of Lancashire similar to that already arrived at for South Yorkshire with the Sheffield Corporation. Such an arrangement would contemplate three classes of motor-omnibus services. The first consists of such as are operated on routes either wholly within the municipal boundary or extending only a short distance beyond it. The second class of service comprises those extending into the immediate suburban zone, very often operated along existing electric tramway routes. The third class of services consists of those to towns like Buxton (which is 25 miles from Manchester), Blackpool (49 miles), or Southport (48 miles). If the railway company's proposals were accepted by the corporation the first class of services would be left wholly to the corporation without railway competition, the second class of routes would be shared equally between the corporation and the railway company under an agreement involving the acquisition by the railway company of a number of garages and workshops, and also a fleet of motor-vehicles to be run to a time-table concerted with the corporation transport department. The long-distance services of the third class would be left wholly to the railway company, and would be extended ultimately to all the Lancashire coast resorts, and also to a number of inland towns.

It is understood that the attitude of the London and North Eastern Railway Company to the corporations of the Lancashire and Cheshire towns is similar to that taken up by the London, Midland and Scottish Company. They desire co-operation with municipal authorities in the ownership and operation of such services, or, in the case of long-distance services, freedom of operation and right of entry into municipal areas for their vehicles plying for public hire.

Competition With Tramways.

The case of Salford in regard to motor-omnibus services has recently been prominent because of difficulties that have arisen from unrestricted motor-omnibus competition in areas contiguous with the city of Salford and where the corporation is under statutory obligation to operate electric tramway services. The relations between Salford and Prestwich have not improved as the result of recent negotiations, and at present the Salford Corporation is running motor-omnibuses through the Prestwich area to Radcliffe and Whitefield, near Bury, without being able to pick up passengers in the Prestwich area. The real explanation of this anomaly is that whereas Prestwich is desirous of encouraging unrestricted competition in the field of motor-omnibus transport, the object of the Salford Corporation is to secure the co-operation of surrounding licensing authorities in excluding the privately owned motor-omnibus so far as possible from the field. Prestwich has definitely refused to grant a monopoly to Salford for motor-omnibus traffic, and has even mooted the idea of pulling up Salford's tramlines which traverse the Prestwich area on the way to Whitefield. The private enterprise omnibus undertakings are well aware of the threat to their interests involved in exclusive arrangements between the railway companies and municipal authorities, and are likely in the near future to take concerted action for the maintenance of their freedom to compete.

An examination of drivers for physical fitness being made compulsory, the witness said that it was their custom to take from drivers a declaration of physical fitness.

MOTOR-CYCLING PROGRESS.

TESTING STANDARD MACHINES.

THE A.C.U. STOCK TRIAL.

The Auto-Cycle Union has now issued the regulations of the Standard Stock Motor-cycle Trial of 1929, which will be held from April 8 to April 13, and will be run over a course approximately 750 miles in length (excluding the final high speed test on Brooklands), starting in the vicinity of London, radiating round Buxton for three days, and finishing on Brooklands track. Certain important alterations have been made in the regulations this year with the object of making the conditions of the trial conform more closely to those under which machines are ridden by private owners.

The competing motor-cycles will

be selected by the union from any dealer in England or Wales, and will then be stored until the day before the trial. The names of the dealers from whom machines have been taken will be published in the official programme.

Testing Accessories.

The only spares to be specified are the following:—One inner tube per wheel, one sparking-plug per cylinder. These must be of the same make and type as those fitted to the motor-cycles when selected, and will be sealed.

Two marks will be deducted for each change of sparking plug during the road test, but no penalty will be inflicted for the cleaning of plugs.

Any number of types may be used for the speed test, but such changes will be noted on the certificate.

Lamps, which must comply with legal requirements, must be fitted, and will be tested in the same manner that they were last year.

On the day prior to the start of the trial entrants may fit sprockets

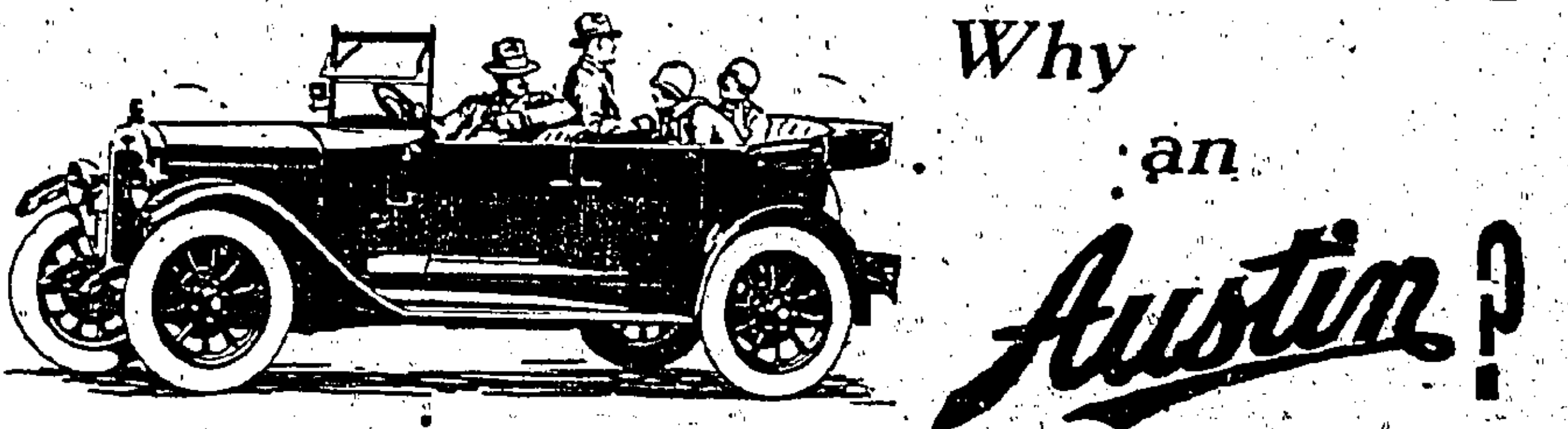
giving any ratios specified in their printed catalogues, but no change of gearboxes to obtain different ratios will be permitted.

Open checks will be taken at not less than 50 miles interval. No allowance is given for competitors passing checks in advance of their scheduled time, but the allowance for late arrival has been increased to five minutes.

In controls no cleaning, repairing or adjustments will be allowed. No time allowance will be made for repairs to tyres, and no replacement of outer covers will be permitted during the road test.

If the stewards consider it necessary on the score of safety, replacement of outer covers may be permitted for the final speed test only, but such replacement will be noted on the certificate.

The Stock Trial is the only motor-cycle event of the year which is confined exclusively to standard stock machines such as are in use by the general public, and provides information, therefore, which cannot be obtained in any other way.



- (1) Because the Austin is a really high grade, lights Car. It is luxuriously equipped and economical to run and can be relied upon to achieve the high re-sale figure an Austin always commands.
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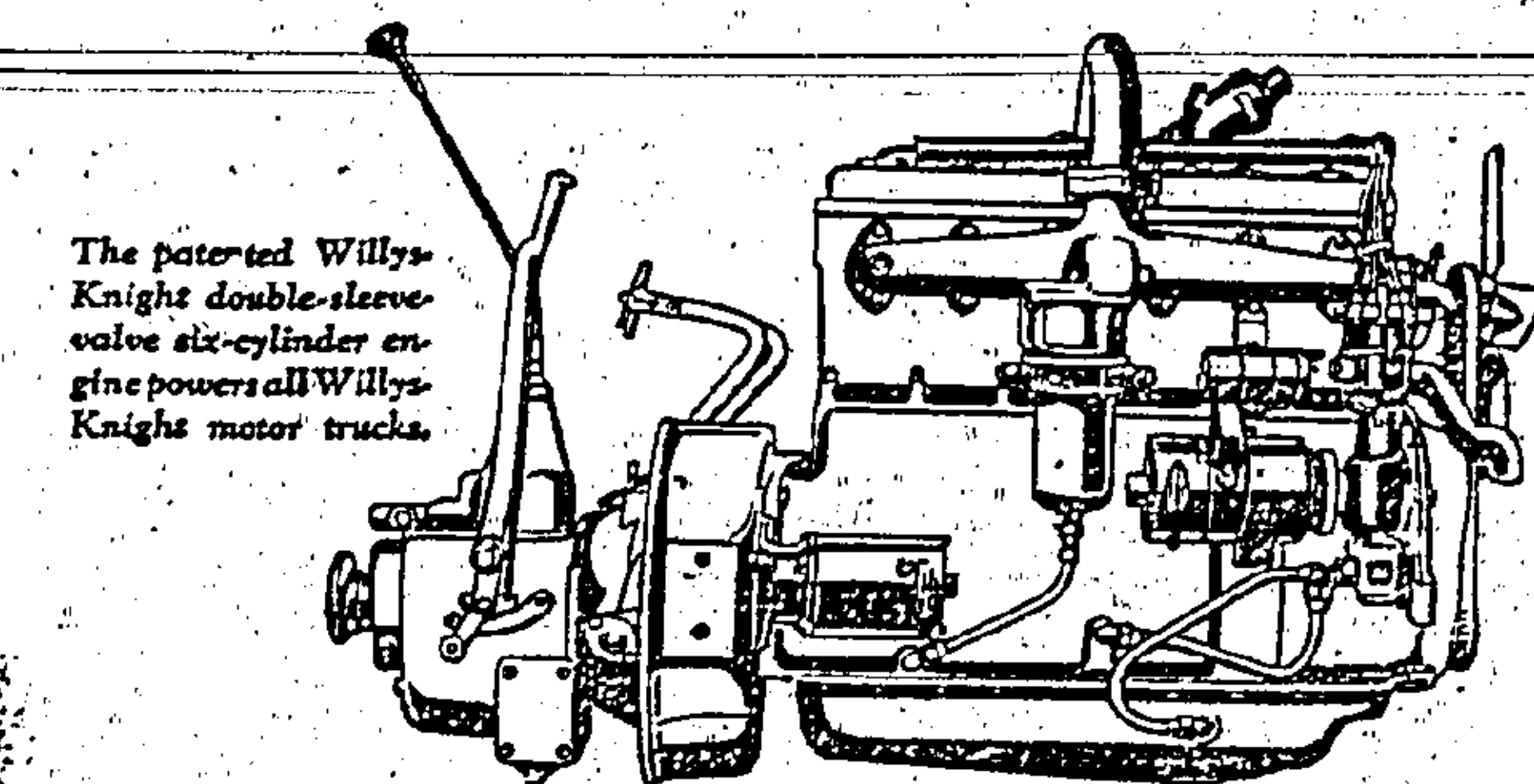
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GARAGE AND SHOWROOM: KOWLOON (Next the Ferry).

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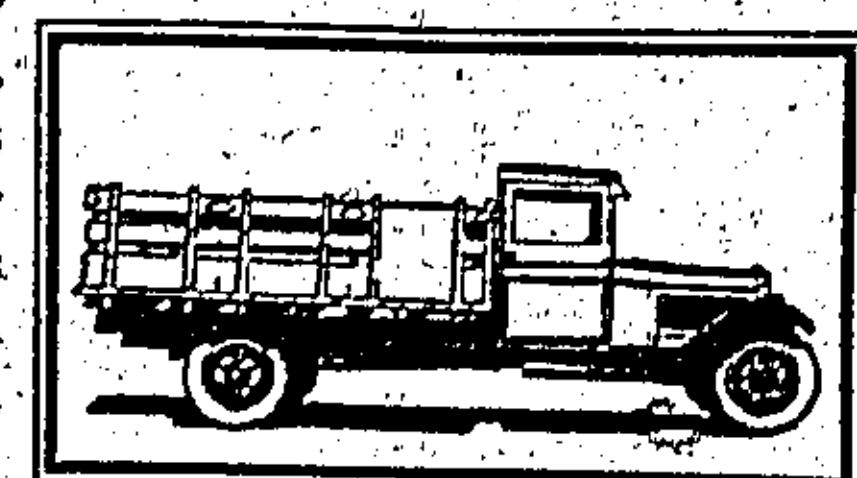
[A.P.B.]

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All action in the Knight engine is smooth, silent and positive. In each cylinder, two sturdy metal sleeves move quietly up and down, one within the other, in a protective film of oil, admitting and expelling petrol vapor through openings in their sides. Smooth and quiet when new, the Knight engine grows smoother and quieter the longer it is driven. This superior motor powers a complete line of Willys-Knight trucks, from 1 to 24-ton capacities. There is a type for every line of business.



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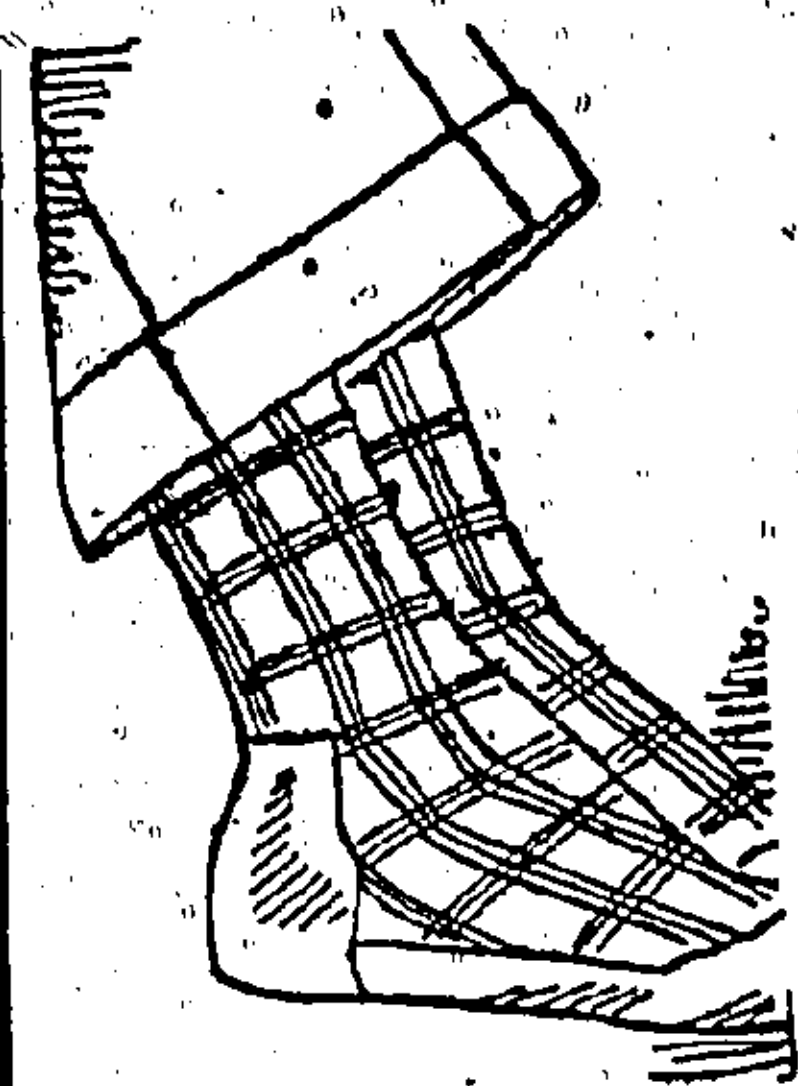
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"DON'T MARRY."

AMUSING PICTURE AT THE QUEEN'S.

JANNA DUCLO—WHAT TELE-PATHY MEANS.

[BY OUR FILM CRITIC.]

"Don't Marry," is the terse advice given on the hoardings advertising to-day's picture at the Queen's, but when Lois Moran smiles at you from the screen it is hard to remember that advice. Miss Moran is very charming in whatever clothes she wears, either the long demure dresses of "Priscilla" or the short swinging skirts of "Betty." "Priscilla" and "Betty" are not twins but the same girl playing two different roles with the object of catching one man, an object in which she, of course, succeeds.

The story opens with "Betty-Priscilla," living with her stern and puritanical aunt, from whom she hopes to escape by marriage. The man she chooses is "Henry Willoughby," but Henry does not approve of modern girls, so the young lady adopts the disguise of "Priscilla" in order to win him. The thought of remaining "Priscilla" all her life, however, is intolerable, so "Betty" makes periodic appearances as "Priscilla's" cousin and Henry despite his theories finds her a welcome change after a particularly indigestible meal of prunes and prisms. Henry is a hero—and so a little gentleman, and marries "Priscilla," while sighing for "Betty." You can guess when the revelation is made to him, though its exact form may come as a surprise.

"Don't Marry" is a very breezy little story with as many "extra" short skirts and shapely legs on the screen as possible to compensate for "Priscilla's" long dresses. It goes along with a swing and is very amusing without being farcical.

"THE QUEEN OF MYSTERY."

The novel entertainment given by Janna Duclo, "the Queen of Mystery" and her partner, at the Queen's this week, has been arousing a great deal of interest among cinema patrons. Janna Duclo appears on the stage in a state of hypnosis and answers questions put to her by members of the audience. In saying that this is not quite so mysterious as it may appear, I am not suggesting that the performance is in any way a "fake." But in view of some of the answers given yesterday it is as well to remember that the powers of even the cleverest medium are limited to a certain extent by conditions, the greatest of these being the thoughts in the mind of the questioner. There seems little doubt that there is such a thing as "clairvoyance," but telepathy, plays by far the larger part in such exhibitions as that of Janna Duclo. A man who, for example, asks if his wife is true to him, is at once voicing an anxiety, patent to everyone, that she is not true. It is only a short step further for the medium, who has trained her mind to become more than normally receptive, to receive by telepathy the name of the person who he is suspecting of having taken his wife from him. The medium is in fact giving voice to his own suspicion, seeing into his mind, not into the heart of his wife. The performance of Janna Duclo is, however, very interesting and worth attending, and provided her answers are not taken as "the voice of God," plenty of harmless amusement can be got from them, and not a little instruction in the working of your own mind.

HEALTH BULLETIN OF EASTERN PORTS.

FOR THE WEEK ENDING MARCH 23.

Plague.

Baghdad: 5 cases, 2 deaths.
Bassora: 2 deaths.
Bombay: 3 deaths.
Rangoon: 3 deaths.
Colombo: 2 cases.
Pnom Penh: 2 cases, 2 deaths.
Cholera.
Bassora: 3 deaths.
Calcutta: 83 deaths.
Moulmein: 1 death.
Rangoon: 6 deaths.
Bangkok: 14 cases, 9 deaths.
Pnom Penh: 2 cases, 1 death.
Saigon: 5 cases, 1 death.
Canton: 1 case.

Small-pox.

Haiphong: 8 cases, 5 deaths.
Aden: 11 cases, 1 death.
Baghdad: 3 cases, 1 death.
Bassora: 1 death.
Bombay: 119 cases, 52 deaths.
Calcutta: 32 cases, 21 deaths.
Kampuch: 87 cases, 13 deaths.
Madras: 96 cases, 23 deaths.
Moulmein: 3 cases.
Negapatam: 3 cases.
Rangoon: 2 cases, 2 deaths.
Yizagapatam: 3 cases, 2 deaths.
Balik-Papam: 4 cases.
Belawan-Deli: 2 cases, 1 death.
Bamarrind: 3 deaths.
Pnom Penh: 19 cases, 10 deaths.
Saigon: 1 case.
Shanghai: 8 deaths.
Canton: 42 cases, 4 deaths.
Macao: 7 deaths.

STOLEN REVOLVERS.

THREE CHINESE AT THE MAGISTRACY.

ONE YOUTH DISCHARGED.

Police investigations following the theft of three revolvers from the European Sergeant's mess at No. 2 Police Station, Wanchai, led to the arrest some time ago of three Chinese, who appeared before Mr. E. W. Hamilton at the Central Magistracy yesterday.

It was in connection with this case that a girl was mortally wounded and two others injured when the police were chasing one of the alleged offenders through Yau-mati.

It was proved yesterday against the first defendant, that with the knowledge he had gained through being employed at one time as a servant at the Station, he was able to get access to the room where the arms were kept. A sentence of six months' hard labour, the maximum which the Magistrate could inflict under the circumstances, was passed.

On a charge of possession of arms the first defendant will stand trial in due course before two Magistrates.

The second defendant was discharged, the Magistrate expressing his belief that the man was connected with the theft, but adding that there was no evidence against him.

The third defendant, who was only a youth, was also discharged on the charge of stealing the revolvers, but on a count of offering a bribe of 33 cents to a Chinese detective, which the police brought against him, he was ordered to receive twelve strokes with the cane.

HONG KONG A.D.C.

CAST OF "THE DOVER ROAD."

In connection with the A.D.C. production of "The Dover Road," which will take place on Saturday next, we have been favoured with a few notes regarding the cast.

A. N. Lucey, who is playing the long and difficult part of "Mr. Latimer," is an old favourite, and needs no introduction to Hong Kong audiences. His work as "Prospero" in "The Tempest" and "The Dauphin" in "St. Joan" will be recollected. He is an experienced actor, and the part could not be in better hands. Fay Grossman, whose accomplished acting in "I'll leave it to you" and "The Last of Mrs. Cheyne" will be remembered by local play-goers, is doing the part of "Eustasia," a lady who spends her life "cossetting" people, and her success in the part is assured. Marjorie Taylor, a newcomer to the Colony, is playing the charming and attractive part of "Anne." J. H. Raikes has not acted in Hong Kong previously, but played several parts in Shanghai, where he appeared in "Milestones" and "A Little Bit of Fluff." He has the amusing part of "Leonard." A. C. Braine-Hartnell, who has only recently arrived in the Colony, was a member of the Oxford University Dramatic Society. To him has been assigned the part of "Nicholas."

The play is being produced by L. Stewart-Goss, who is also playing the part of "Domitius," the very eccentric butler. This is his first appearance in Hong Kong, but he has had considerable experience of amateur work in other parts of the world. The A.D.C. have been fortunate in securing this new member, as he has already produced and played in "The Dover Road" three times before.

As usual with A.D.C. productions, no trouble or expense is being spared in the dressing and mounting of the play, and it now only remains for the public to show their appreciation by turning up in their hundreds to support the Club's efforts on behalf of the British Miners' Fund, to which 50 per cent. of the profits will be handed over. They are assured not only of a thoroughly enjoyable evening but also of the satisfaction of having done their bit in support of a very good cause.

Further performances will be given on Tuesday, Thursday, Friday and Saturday, April 9, 11, 12 and 13, and booking is open at the Anderson Music Company.

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CORRESPONDENCE.

RIDER'S REPLY TO "EARLY BIRD."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—As the rider of Triumphant Stag in the Tolo Selling Race on Monday, in fairness to myself, an explanation is called for by "Early Bird's" report of that afternoon's racing.

This comment on the race is that "it looked an easy thing for Triumphant Stag before the race, but somebody blundered, for the good thing did not even get a place."

"Early Bird's" report is far too technical to be that of an ordinary critic, and being that of a jockey, as presumably he is, I am afraid I cannot accept the blame for that "somebody's" blundering which cost the race for the owner of Triumphant Stag.

As a daily frequenter of the course in training mornings "Early Bird" might have known that for the whole of last week Triumphant Stag was on easy work and was not sent out for a single hard gallop because of a bad leg. This condition was such that a gentleman, whose knowledge of China ponies is entitled to the greatest respect, warned me before the race to be sure that Triumphant Stag was good enough to go out. Triumphant's finish in the race when he bowed in and out, even to the extent of becoming very noticeable to the Stewards, was sufficient proof that the animal was very nearly all in towards the finish of the race. If he lost the race as he did, it was due to his condition rather than to the blundering of "somebody."—Yours, etc.,

F. M. L. SOARES.

Hong Kong, April 2.

LIFE-SAVING AT FIRES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—At the inquiry being held over the King Edward Hotel fire, it was stated in evidence that the seven persons, who jumped into the jumping-sheet, from the Des Voeux Road side, all lost their lives. There must be something radically wrong, either in the way that the said sheet was held for those unfortunate people or in the jump itself from the upper storeys of the Hotel to the road.

Anyway, could not a net with posts, somewhat like the one used by Harrold's Circus, in the flying trapeze stunt, be employed as a net, instead of the jumping-sheet at present in use by the Fire Brigade?

Many people are certain that such a substitution will not result in the loss of so many lives. After such a tragic demonstration as that of the King Edward Hotel fire, who will care to jump into a jumping-sheet? I think that the net should be given a fair trial, because I am of the opinion that every means of escape must be tried to save people's lives during such a terrible occurrence. In Europe and in America automatic ladders reaching the roofs of the highest Hong Kong buildings are in use. Could not something similar be imported, so as to lessen the chance of loss of life during a big fire? Enclosing my card.—Yours, etc.,

Macao, March 30.

"OLO MAN"

STAR

THEATRE

RETURN SEASON

OF THE

BANVARD

MUSICAL COMEDY COMPANY

TO-NIGHT

At 8.15 p.m.

"CLOWNS IN CLOVER"

TO-MORROW

April 4.

"OH KAY"

Friday

April 5.

"TIP TOES"

Saturday

April 6.

"FOLIES BERGERE"

Booking Open at Moultres and Theatre.

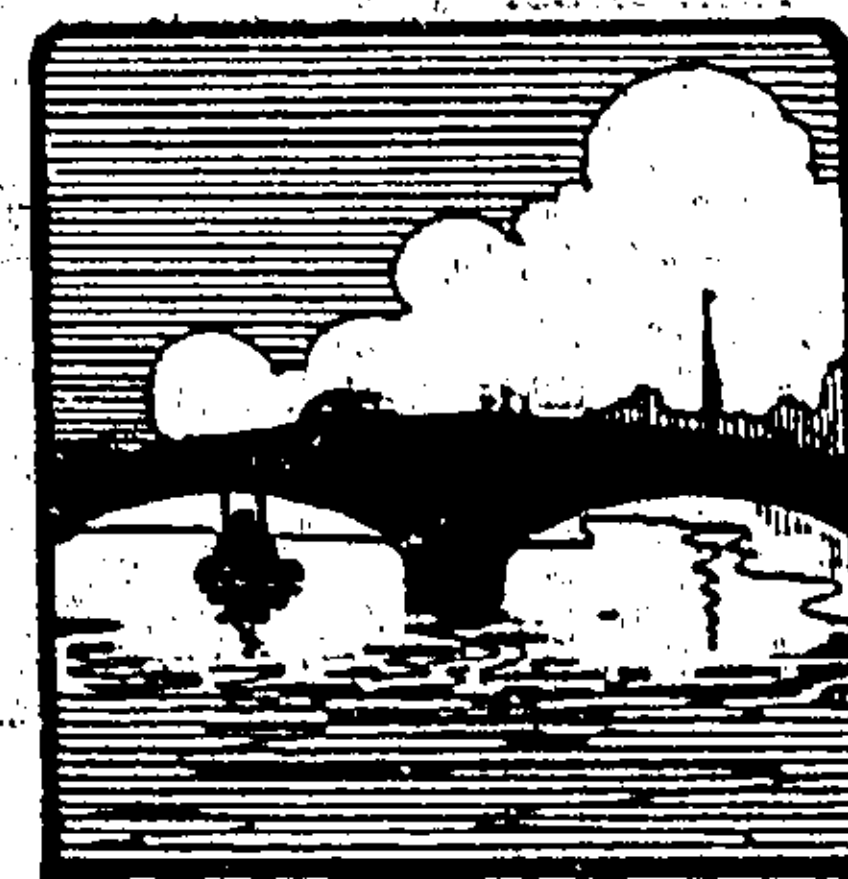
Prices: \$4, \$3, \$2 & \$1.

CROWN LAND SALE.

RIVALS FOR KOWLOON LOT.

Kowloon Inland Lot 2184 was sold by public auction at the Land Office yesterday there being twenty-four bids of \$100 between two competitors, Mr. F. C. Mow Fung eventually becoming the purchaser at \$5,600.

The land adjoins K.L.L. 2180, Sai Yeung Choi Street, Mongkok. Sale particulars gave the area as about 2,106 square feet, annual rental of \$24, and upset price \$3,162. The lease is for a term of 75 years with the option of renewal for a like period on the usual condition as regards crown rent.

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THEATRE ROYAL.

THE HONG KONG A.D.C.

IN

"THE DOVER ROAD"

BY

A. A. MILNE

April 6, 9, 11, 12 & 13

50 % of the Profits will be given to

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BOOKING AT ANDERSON'S

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The MILWAUKEE ROAD
longest electrified railroad in the world

CANTON FOR THE
CANTONESE.EVERYONE PLEASED AT
PEACE POLICY.MANIFESTO BY TEN
COLONELS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 2

All Kwangsi troops have now left Kwangtung, some going North by the Canton-Hankow Railway, and others by junks up to Wuchow. Kwangtung being neutral in the war offered them every facility for going and the more apprehensive spirits feared an attempted, at a coup d'état until they were gone. Everything went off peacefully and the province is now entirely garrisoned by its own forces. As all the stations on the Canton-Hankow Railway strong detachments were on duty when the Kwangsi men passed through and gunboats kept an eye on the junks. Some 1,500 boxes of ammunition were taken from the Kwangsi forces on the ground that these supplies would lengthen the war. However, this decision appears to have been reversed and the cartridges were placed on board a couple of gunboats and taken to Wuchow.

General Tang Shih Tang's resignation of his posts of Garrison Commander and Police Commissioner has been accepted and he is to "take a rest." A keen Kwangsi man, it was he who sent the ultimatum to Chiang Kai Shek demanding the release of Marshal Li Tsai Hsin and at once hurried on the mobilisation and despatch northward of Cantonese troops. General Ho Yung has been made Garrison Commander and the post of Police Commissioner will go, it is said, either to Au Yang Kui, formerly Police Commissioner in the Chiu Moai district, or to Colonel Chen Cheng Po, who commands the 3rd Regiment of General Chen Tsai Tong's 1st Kwangtung Division.

THE ARMY FOR PEACE.

The peace policy of the Government is strongly endorsed in a circular issued to-day over the signatures of the ten colonels of the re-organised Kwangtung Army. It asserts the need for peace and continuing the reconstruction policy inaugurated by Marshal Li Tsai Hsin. Generous acknowledgment is made of the Marshal's work in all directions, particularly the suppression of disorder and brigandage, but it goes on to say that Kwangtung's participation in the war is more likely to endanger his life than to secure his release. This manifesto from the leading officers of the Army has created a very favourable impression.

The relief of the merchants is undisguised and restored confidence in the Government is reflected in the recovery of the Central Bank notes in the exchange market, and the lessening of the run on the Central Bank.

TROOPS RETURN.

Large numbers of the Cantonese troops have been already brought back from the Northern border by the Hankow-Canton Railway, and will, in due course return to their posts throughout the province. The Canton Aviation Corps has had its orders to proceed to Shuiwan cancelled. General Hsu King Tong, C-in-C. of the 5th Army, who is now in Canton, will leave shortly for his headquarters at Swatow. In conversation with local pressmen he heartily supported the policy of neutrality.

It is hoped that General Chen Ming Shu will be able to leave Hong Kong in about ten days and resume his place at the head of the Provincial Government.

"OLD FIVE-POTS."

A STREET-CORNER
WARRIOR.

MYSTIFYING THE COOLIES.

[By H.A.F.]

His real name is Leung-Some-thing-or-Other and he hails from Canton-pots and all. He who cares to wander among Kowloon's side streets after dark may often meet with the old sinner and, if he has been sufficiently long in the East to appreciate the aroma given off by a crowd of anything up to a hundred coolies, and their wives, he can, from the outskirts of the crowd, enjoy old "Five-Pots" show.

Beneath the glare of a huge incandescent, paraffin lamp, "Five-Pots" harangues the ring of impassive faces around him. Nobody appears in the least interested in what he is saying but they stand in patient expectation.

At his side, his favourite wife crouches in that squatting attitude uncomfortable to Europeans, but beloved by the Chinese. No doubt Mrs. Five Pots has heard all that her husband is saying times out of number, yet her expressionless eyes never once stray from his face. At his feet, his *foki* prepares a coil of rope weighted at one end with a piece of iron. The casual onlooker surmises, quite incorrectly, that the *foki* is either going to give Houdini or some parrot some poor unfortunate member of the audience.

Keeping the Ring Clear.

With memories still fresh in our minds of Warner Oland's film thrills, we gather a little closer as Five Pots picks up the rope, deftly twirls it, and then sends its weighted end spinning through the air in our direction. Instinctively, we dart backward but the iron falls to the ground quite three feet short of where we were standing. The rope is quickly re-coiled and as deftly swung out in another direction, scattering coolies, *fokis*, and garrulous Indians.

Then we understand. Old Five Pots is merely enlarging his ring. Just beyond range of the flying iron, the front row of the onlookers squat contentedly on their haunches. They are the favoured occupants of the stalls.

Then the five small earthenware pots resembling the traditional iron saucepan of England are brought into action. They stand one on top of the other while Five Pots orders his *foki* to lift a large pot from which water is poured into the topmost of the pile. And the *foki* pours, and pours, and pours. A constant stream of water flows into the topmost pot for quite fifteen minutes. Even to the most logical mind it would seem that the contents of Tytam Tuk Reservoir in the flood season must have fallen from the pot held by the *foki*, which, strange to say, appears to be still brimming full while the smaller pots are still empty.

And, as if still further to prove that he has nothing up his sleeve, Old Five Pots orders the *foki* to put down the large pot, and pass the smaller ones round for inspection.

An excited burst of chatter comes from the onlookers but it is rapidly quieted as Old Five Pots bares to the waist.

Fighting Devils.

The biggest optimist could not describe "Five Pots" as an athlete. Rather, one sees the fat paunch of a prosperous middle-aged Chinese. Therefore, one finds it difficult to repress a smile when "Five Pots" clenches his fists and proudly displays biceps slightly larger than walnuts to the admiring onlookers.

He then seizes a short and very blunt sword and commences to hack and slash at the air about him. Every so often he makes a vigorous jab at some invisible foe who, judging by the dumb pantomime of "Five Pots," is felled to the dust. Immediately after making these jabs, the old fellow points to the ground, and gives the onlookers what is apparently a description of the powers and prowess of his fallen foe.

"What is it all about?" we ask of a Chinese youth wearing Oxford "bags" who stands near. The youth smiles pityingly at our ignorance.

"He kill many devils and do good," he replies.

Apparently the last devil is killed for "Five Pots" gravely hands his sword to his *foki* and commences to dress. When he is again fully clad he gives a series of discordant bangs at a gong, the *foki* produces a table covered with a black cloth and "Five Pots" dives his hand mysteriously into a red box.

"Aha," we think. "More magic!"

But not a bit of it. "Five Pots" merely produces a handful of black pills, guaranteed to cure all ills, which he proceeds to retail at "one cent five pieces!"

As we turned away from the crowd, we collided with a smart British car which was standing in the gutter and learned, to our surprise, that it belonged to "Five Pots!"

ROUND THE POLICE
COURTS.CHINESE WANTED BY
PHILIPPINE AUTHORITY.

WARRANT FOR ARREST.

At the Central Magistracy before Mr. E. W. Hamilton yesterday, Mr. Somerset Fitzroy, for the Crown, produced an order from H.E. the Governor ordering extradition proceedings against a Chinese fugitive from the Philippines. The man is at present at liberty.

His Worship took the evidence of Mr. K. C. Krentz, Vice-Consul in Hong Kong for the United States of America, after which he issued a warrant for the arrest of the fugitive.

Mr. Krentz stated that he was acting for Mr. E. A. Gilmore, Acting Governor-General of the Philippines. He had good cause to believe that the fugitive offender was suspected of embezzlement, larceny and fraudulent misappropriation of property at Corregidor, in the province of Cavite, P.I.

Sworn statements taken in the Philippines bearing the seal of the Executive Office of the Philippines, and the warrant issued by the Islands authorities, were produced by witness.

KOWLOON COURT CASES.

FILIPINO AND HIS SHROFFS.

J. dos Caridos, the Filipino who is being charged with the larceny of \$30 and \$50 from two Chinese; was again before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday. The defendant is also charged with obtaining the money under false pretences and converting same to his own use. It is alleged that the defendant got the money from the two complainants whom he engaged as shroffs; representing himself to be the manager of the Philippine-China Trading Company with offices in Wing On Buildings, Nathan Road, Kowloon.

"Although the defendant" is only charged on two counts amounting to \$80, it was alleged that he had been involved in the misappropriation of at least \$1,500.

Mr. Leo d'Almada, snr., appeared on behalf of the defendant, and asked for a date to be fixed for a hearing as soon as possible.

The defendant was unable to obtain the \$2,000 asked as bail and was remanded in police custody.

The Magistrate fixed the hearing for 11 a.m. this morning.

OFFERING A BRIBE.

A Chinese hawker was before Mr. T. S. Whyte-Smith for offering a bribe to an Indian constable. The hawker alleged that the constable asked for the bribe and then arrested him. He suggested that the constable was trying to win a medal for good service.

The Magistrate pointed out to the defendant that he should not have given the money even if the constable had asked for it. In point of fact the constable would not have gone about to win a reward in the absurd manner suggested.

The Magistrate imposed a fine of \$4 remanding that the defendant evidently did not realize the seriousness of the offence.

ANOTHER RETURNED
BANISHEE.

A Chinese who was deported from the Colony last year for a period of ten years was charged before Mr. T. S. Whyte-Smith with returning from banishment before his term had expired. He pleaded guilty and was sentenced to six months' hard labour and 12 strokes of the birch.

WOMAN OPIUM CARRIER.

An elderly Chinese woman was brought before Mr. T. S. Whyte-Smith charged with unlawful possession of 6.5 taels of prepared opium and 4.5 taels of raw opium, found on her as she alighted from the Canton train.

The Magistrate said he had already issued a warning that he would increase the term of imprisonment if the practice continued. Although the quantity involved was smaller than in a previous case the sentence must be increased. The woman was fined \$300 or four months' hard labour.

PROFESSOR W. J.
HINTON.

LEAVING THE UNIVERSITY.

A NEW APPOINTMENT IN
LONDON.

We understand that Professor W. J. Hinton, M.A., has been offered, and has accepted, an appointment in London. He will be leaving Hong Kong in a few weeks. His many friends will learn with mixed feelings of his impending departure.

Professor Hinton has been on the staff of the University since the opening of the first session in 1912. He has, therefore, been nearly seventeen years in the service of the University. He was appointed Registrar and after filling that office for a year was (in 1913) appointed Professor of Political Economy.

There have been, in the seventeen years of its existence, many changes in the personnel of the University. A reference to the annual Calendars reminds us that Mr. W. W. Hornell, M.A., C.I.E., is the fourth Vice-Chancellor, his predecessors being Sir Charles Eliot, C.B., K.C.M.G., LL.D., Dr. Gregory Paul Jordan, LL.D., M.B. (Acting Vice-Chancellor) and Sir William Brunyate, K.C.M.G., LL.D.

There have been a number of resignations. The following Professors have left the Colony: Malcomson (Physiology), Wrottesley Salt (History), Francis Clark (Mathematics), Matthewman (Electrical Engineering), Warren (Electrical Engineering), Wright (English), Brayshaw (International Law), Earle (Physiology), John Smith (Education), John Anderson (Medicine), and N. T. Mackintosh (Registrar).

Searching through past Calendars we find that the following names of lecturers have disappeared from the lists, viz., Surman (Engineering), Freeborn (History), Trafford (Economics), Franklin (Chemistry), Danaker (Economics), Marley (Engineering), King (Engineering), Milne (Mathematics), Bion (Engineering), Barney (Biology), Keaton (International Law).

TRICK RIDING.

FLYING SQUAD MEMBER

FINED IN COURT.

RACE DAY INCIDENT.

Stated to be a member of the Flying Squad, a Chinese named Chan Chi Fai was charged before Major C. Willson yesterday with speeding and dangerous driving on Wong Nei Chong Road.

The Police stated that the offence took place on March 3, a race day. The traffic was fairly heavy at the time and defendant was seen riding his motor cycle with his hands off the handlebars. Both hands were placed on the head.

The defendant claimed that he was trying to prevent his hat from being carried away by the wind.

A fine of \$5 was imposed.

In another case, a taxi driver was fined \$12 for speeding in Garden Road. The police officer prosecuting said that the taxi in question was No. 463 and in overtaking another taxi, it had to take a fairly sharp turn. The speed of taxi 463 was so great that for a few seconds, it was running only on two wheels.

A fine of \$12 was also imposed in the case of a public driver who pleaded guilty to speeding in Connaught Road West. In this case, a traffic officer stated that the defendant drove out of Yardley Street and headed at a great speed for Queen's Pier where a few passengers had landed. The police officer, who was on a motor cycle at the time, had to drive into the pier to avoid a crash.

THE BEACON.

(TO BE SUNG, WITHOUT PREJUDICE, TO AN OLD
AND WELL-KNOWN AIR.)

Oh, where and oh, where is the Beacon gone
Oh, where, and oh, where can it be?
With it's one light off, and it's one light on
Which always seemed stupid to me!

One clue suggests that a private car
Ran over the thing by mistake.
With pirates you never know where you are,
But what a sound error to make!

The Resolve on her joy-ride trip
They tell me has just been in port,
Which shows perhaps that a tourist ship
May be less of a curse than we thought.

Another solution occurs to me;
The chaps that once stole the Club stocks
May have borrowed the Beacon to breed, maybe
A cop that both signals and walks.

Whenever I pass the Department's Head
I whistle this beautiful air,
But his buttons don't flash at me green and red,
So I don't think the Beacon is there.

Oh, where and oh, where, can the Beacon be,
With its lights that flash off and flash on?
The answer undoubtedly is "Maski."
Thank goodness, the darned thing is gone.
Mrs. D. O. I.

TUG COMPANY'S
FLEET.REPORTED SALE TO WHARF
& GODOWN COMPANY.

MANILA ALSO BUYING?

We understand that negotiations have been going on for some time between The Hong Kong & Kowloon Wharf & Godown Company and The Hong Kong Tug & Lighter Company regarding the sale to the former of a number of tugs belonging to the latter company.

From an authoritative source we learn that the negotiations are as good as closed and that no less than twenty-five lighters and a number of motor junks and tugs will shortly change hands for a total of \$300,000.

In addition to the sale to the Godown Company, it is further reported in Ice House Street that a buyer in Manila is negotiating for the purchase of eight of the Tug Company's lighters.

It will be recalled that some years ago, a sale to the China Provident Loan and Mortgage Company was contemplated, but negotiations did not end successfully. The method of sale arranged at that time was for the shareholders of The Hong Kong Tug & Lighter Company to receive shares in The China Provident Loan & Mortgage Company.

The present sale to the Godown Company is reported to be strictly on a cash basis, and it is believed that the question of offering shares to the holders of Hong Kong Tugs, is not involved.

Messrs. Shewan Tomes & Co., the General Managers of the Tug & Lighter Co., when approached by our representative, were unable to make any statement on the subject.

WILLS PROVED.

ESTATE OF THE LATE MR. G.
T. KNIGHT.

Resealing of probate of the will of Mr. George Thomas Knight, of 181, Northumberland Park, Tottenham, Middlesex, who died on September 24, 1928, has been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes & Master, attorneys for the sole executrix, Emma Elizabeth Williams (wife of Charles Williams), the niece of the deceased.

After bequests of £1,000 to Emily Florence Chappell, of 17, Marlborough Street, Swindon, and five amounts of £100 to each of his five sisters, the deceased's will leaves the remainder of the property to his niece "in view of her unfailing kindness to me over a period of many years."

Net personal estate left by the deceased amounts to £2,037 lrs. 8d., the local estate amounting to under £1,100.

Chinese Estates.

Letters of administration have been granted to Fung Mok Shi, of 20, Hill Road, second floor, the widow of Fung Sik Fan, merchant, of 4, Amai Terrace, Kowloon, who died on February 5, 1928. The deceased left property of an assessed value of \$8,510.

Probate of the will of Chan Tai Kue, late of Ki Ling Village, Toi Shan District, Kwangtung, widow, who died in February, 1928, has been granted to U. Ting, of 67, Queen's Road West, Hong Kong, who is the survivor of two sons mentioned as the beneficiaries. Value of property amounts to \$24,525.

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1929

NOW READY

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Hong Kong Daily Press Office.

NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMME—
3RD EXTRA RACE MEETING.
CONTRIBUTIONS FOR RACE—
DAGUIAN PLATE.

THE Word "Winners" means
Winners at any time.

By Order,
O. B. BROWN,
Secretary.
[7899]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry
Forms for the THIRD EXTRA
RACE MEETING to be held on
SATURDAY, 13th APRIL, 1929
(Weather Permitting), may be obtained
at the RACE COURSE, HONG KONG CLUB,
and CAUSEWAY BAY STABLES.
Entries CLOSE at 12 O'clock Noon
on FRIDAY, 5th APRIL, 1929.
[7899]

THE CHINA LIGHT & POWER
COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the above
Company will be held at the Office of
Messrs. SHEWAN, TOMES & CO.,
the General Managers of the said
Company, "St. George's" Building,
Hong Kong, on MONDAY, the 5th
DAY of MAY, 1929, at 12 O'clock
Noon, when the proposed Resolutions
will be proposed as Ordinary Resolu-
tions.

1.—That the authorised Capital of
the Company (which is now \$3,500,000
divided into 720,000 Shares of the
Nominal value of \$5 Each, the whole of
which have been issued) is to be increased
to \$5,000,000 by the creation of 280,000
Additional Shares of the Nominal value
of \$5 Each, ranking as from Date of
allotment for dividend and in all other
respects pari passu with the Shares
constituting the Company's present
issued Capital.

2.—That 80,000 of the said 280,000
Additional Shares be offered forthwith
in the first instance (in the proportion
of one New Share for every complete
Number of Nine existing Shares held by
them respectively) to the Members of
the Company who on the 5th DAY of
MAY, 1929, are Registered in the
Company's Share Register as the holders
of the said 720,000 Shares at par
and so that on acceptance of the offer
the full Nominal amount of \$5 due in
respect of each such Share taken up
shall be paid not later than the 4th
DAY of JULY, 1929.

And that such offer be made by
Notice specifying the Number of Shares
to which the Member is entitled, and
Limiting the time within which the
offer if not accepted by the Member on
behalf of himself or his nominee will be
deemed to be declined, and that the
Directors of the Company be at liberty
to fix such time and to extend it to such
Date or Dates and upon such Terms as
they may think fit. And further that
any of the said 80,000 Shares which
shall not be taken up by the Com-
pany's Shareholders in manner aforesaid
shall be disposed of in such manner as
the Company's Directors shall in
their absolute discretion think fit.

3.—That no Shareholder shall be en-
titled to any offer of a fraction of an
Additional Share in respect of any odd
Share or Shares held by such Share-
holder.

4.—That the remaining 200,000 of the
said 280,000 Additional Shares be issued
in such manner at such time or times
and upon such Terms and conditions as
the Company's Directors in their
absolute discretion shall think fit.

The TRANSFER BOOKS of the
Company will be CLOSED from MON-
DAY, the 15th DAY of APRIL, 1929,
to SATURDAY, the 4th DAY of MAY,
1929 (Both Days inclusive), during
which period No Transfer of Shares can
be registered.

Dated the Twenty-eighth day of
March, 1929.

SHEWAN, TOMES & CO.,
General Managers.
[7887]

ICE

CAN NOW BE HAD FROM OUR

MAIN DEPOT

AT

WYNDHAM STREET.

THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD.

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you can have relief within
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Bronchitis, Cough, Constipation, Dis-
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other Diseases. No Drugs, Purely
Chinese Herbs.

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APARTMENTS
with all Modern Conveniences, Drying
Rooms and Out-houses, Two Lifts.

Apply to—
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4th Floor,
FRANCO BANK BUILDING.

TO LET—FLATS in HUMPHREYS
and CANNON BUILDINGS,
KOWLOON. No. 5, BRANKING TOWERS,
MAY ROAD.

Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LTD.,
ALEXANDRA BUILDING. [7899]

TO LET—"ON LEE" Detached
House on Pokfulam Road,
Commanding Excellent View, Within
Ten Minutes of Town by Bus. Semi-
furnished. Gas, Electric Light, and
Modern Sanitation. Garage. Extensive
Grounds. Apply: ABNOLD & CO.
LTD. [7813]

TO LET—From 15th MAY to 30th
NOVEMBER, No. 293, PEAK.
Five Roomed HOUSE Fully Furnished,
with Three Modern Bathrooms, Garden,
8 Minutes Ride from TRAM and on
MOTOR ROAD. Apply: JOHN FLEM-
ING, c/o LOWE, BINGHAM & MATTHEWS.
[7472]

TO LET Unfurnished from 1st
APRIL, "LA HACIENDA"
No. 194, THE PEAK. Rent Moderate.
Apply to Property Office, JARDINE,
MATTHEWS & CO., LTD. [7491]

TO LET OR FOR SALE—At
FANLING (in On Lok Village),
Furnished or Unfurnished, 4 Roomed
HOUSE with Garden and Garage.
Moderate Rent. Apply: KWONG
SANG HONG, LTD., 250, DES VOGES
ROAD CENTRAL. [7336]

TO LET—"NORMAN COT-
TAGH" East, SEITE'S Corner,
Furnished 4 Roomed House. Garage.
For Austin "7". Early occupation.
Apply to: PERCY SMITH, SEITE
FLEMING. [7459]

TO LET, ONE Four-roomed FLAT,
with all Modern Conveniences
at 16, MACDONELL ROAD (Mid-Level).
Apply: XAVIER BROS., TEL. 3518.
[415]

TO LET—One Large OFFICE
ROOM at KAYAMALLY & CO., 20,
QUEEN'S ROAD CENTRAL. [491]

FOR SALE.

FOR SALE—Six Cylinder 2-Seater
BUICK. Perfect Condition.
Mileage: 19,000. Owner driven. Apply:
LIMSTEAD & DAVIS. [7860]

FOR SALE—One Morris Oxford
MOTOR CAR 1928 model, 5
seater, in perfect condition—Owner
driven. Apply: Box No. 7436, c/o Hong
Kong Daily Press. [7466]

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of Sales Department, Stock-
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to Box 7682, c/o Hong Kong Daily Press.
[7882]

LIZZIE'S BEAUTY PARLOUR—
Received latest model Permanent
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KOMOR & KOMOR'S, Water-
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wonderfully stimulating and
refreshing qualities.

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SPARKLING
MINERAL WATER.

A Delicious Table Water,
healthful and refreshing.

Blends excellently with
Wines and Spirits, especially
Whisky.

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A. S. WATSON
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ESTABLISHED 1841. [50]

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WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 3.50 p.m.,
stated:—

The anticyclone has spread south-
eastwards, pressure remaining high-
est over South Manchuria. The
depression has moved eastward and
is probably situated to the south
of the Bonins. Fresh monsoon will
continue along the south-east coast
of China and over the North China
Sea.

Local Forecast.—N.E. winds,
fresh, cloud, generally.

DEATH.

THOMSON.—On March 8, 1929, at 17,
Leyburne Park, Kew Gardens,
Surrey, ELIZABETH THOMSON, M.B.
Ch.B. (Edin.), D.P.H., younger
daughter of Dr. and Mrs. J. C.
THOMSON, formerly of Hong
Kong. Aged 37 years.

Editorial and Business Offices: 11,
Ice House Street. Tel. Central
12.
Night Editor (Wanchai Office): Tel.
Central 4511.
London Office: 21, Bridge Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 3, 1929.

BRITISH SHIPS AND
SAILORS.

EVERYBODY knows the joys of a
sailor's life—"seeing the world"
and getting paid for it, instead of
having to pay for the privilege of
a passage. An officer on a British
mail boat, with fifteen years' sea
service—during four of these years
he was privileged to donate a sum
of money to a shipowner for services
rendered him—tells how he is now
receiving the handsome sum of £3
10s. per week. The trip is from
London to Australia and home
again, the work consisting daily of
(1) Nine hours watchkeeping on
bridge; (2) Keeping fair copy
book for owners (water below); (3)
Keeping crew's overtime; (4) Keeping
boat-station cards; (5) boats,
383 crew, with the rest of the day
to himself. Twenty-four ports are
visited every three months' voyage,
and 14 hours is average working
time in port daily. Fully forty of
the crew receive more wages than
this officer, whose remuneration com-
prises wages, overtime and cargo
bonus for hold watching. The officer
in charge of a hold is asked to
resign if cargo turns out unsatis-
factory. The A.B. receives a bonus
for the same cargo, the award in-
stantly in London, the officer is
graciously permitted to take charge
of the vessel, his worries being
alleviated by two shore watchmen
beachcombers picked at random,
their wages being 10s. per day, the
same as his own.

Few people outside the seafaring
profession realise how poorly officers
are paid. Few, indeed, ever give a
thought to the subject, and sailors—
though prone to growl in private—
rarely trouble to air their grievan-
ces in public. Occasionally, how-
ever, circumstances arise whereby
attention is called to conditions in
the merchant navy by persons in
authority who are not themselves
seamen. For example, at a recent
meeting of the Manchester Port
Sanitary Authority, attention was
drawn to the report of the Port
Medical Officer, which stated that
out of 71 British ships inspected 18
were declared insanitary, while of
34 foreign ships inspected only four
were insanitary. The question was
raised by a Councillor who com-
mented that it was no credit to the
British Mercantile Marine. The
Medical Officer in reply, agreed with
the comment, and said the Port
Sanitary Authorities had taken the
matter up and representations were
to be made to the Board of Trade
and the Ministry of Health. The
complaint is not a new one, and
observations have been made upon
it by the Medical Officer at Man-
chester from time to time. In his
annual report for last year he stated
that 580 out of 9,108 inspected ships
were found with insanitary con-
ditions. Of various kinds. "In
British ships sailors and firemen
have separate quarters, but in most
cases the units of each section are
still herded together into a common
space for feeding and sleeping pur-
poses. The extent of air space to
which each individual is entitled is
limited to 120 cubic feet, which com-
pares rather badly with a usual
allowance of 300 cubic feet per
person under common lodging-house
by-laws. This legal overcrowding
distinctly encourages the spread of
respiratory tuberculosis, pneumonia,
and infectious fevers, and may be
justly regarded as responsible for
their excessive prevalence among
seamen," added the report.

Legislation is badly needed in
connection with the accommodation
of seamen on British ships. The
only regulations affecting sanitation
on ships are under the Merchant
Shipping Act of 1894, and they are
hopelessly out of date. Britain, in
this matter, has been left behind by
most other nations, particularly by
the Scandinavian countries and
even by some of the new Republics.
In Norway it is compulsory for

steamships over 1,500 tons to have
two-birth cabins for sailors and
firemen, and also messrooms, bath-
rooms, washrooms, drying-rooms,
and hospital accommodation. Dur-
ing the war when ships were built
in Britain to a standard under the
Defence of the Realm Act, similar
accommodation was compulsory on
British ships, but this standard is
no longer in operation. Complaints
are generally made about the
smaller boats, and as these are the
ships that usually go in and out
of Manchester feeling is obviously
stronger there than at a port like
Southampton. Some men, of course,
will have nothing said against any
ship, but on the whole the men are
undoubtedly dissatisfied and chaf-
fer about the food. They say that
either it is scarce or that there is
no variety. One man interviewed in
Manchester said he had just come
back after a seven-week voyage and
had not had a square meal the
whole time!

There is one respect, however, in
which British shipping stands above
competitive merchant navies, and
that is in regard to the overloading
of ships. As a representative body
the Chamber of Shipping naturally
frowns on any overloading, and
wishes to see the evil stamped out.
Apart entirely from considerations
of safety and morality, it is against
the interests of the shipping in-
dustry, as a whole, that vessels
should be overloaded. When this
happens the dishonest receive more
than their share of the trade and
the great majority, who are honest,
suffer, and probably in every in-
dustry there are a certain number
of black sheep who are ready to
gain, if they can, an unfair ad-
vantage over others. When commodities
are urgently wanted for marketing
it may be the charterers, i.e., the
shippers, and not the owners, who
may occasionally try to use in-
fluences to ensure that ships shall
be loaded with more than, accord-
ing to the regulations, they ought
to carry. In a recent report the
Chamber of Shipping shows the
extent of the trouble, so far as the
British shipping industry is con-
cerned, in its proper proportions.
It states that the cases of British
ships reported by the Board of
Trade as overloaded between Janu-
ary 1, 1923, and September, 1928,
were 11 out of 200,000 voyages in the
foreign trade, and 25 out of 220,000
voyages in the home and coasting
trades. Again, of the total number
of British vessels reported to have
been overloaded 60 per cent. were
small craft of under 500 tons, and
only two were ordinary ocean-going
ships of about 5,000 tons.

At present the rules of the dif-
ferent nations vary, and it has long
been remarkable that the United
States should not have insisted on
any load-line for her own ships.
The omission appears the more
curious because she attaches right-
fully, great importance to the safety
of passenger vessels. Broadly,
practically of the countries where full
cargoes of foodstuffs are grown is
to see that ships which leave their
ports conform to the rules of the
countries to which they belong, if
such rules exist. Both safety of life
at sea and fair play for all suggest
that there should be agreements
among the nations on the load-line
question, so that the ships of one
country should not be permitted to
load lower than those of others. The
pooling of experience in this matter
should be very valuable. Presum-
ably the matter will be raised before
the forthcoming International Con-
ference on the Safety of Life at
Sea. British shipping authorities
would welcome such an agreement,
and can be relied upon to use every
effort within their power to secure
it.

During the five days ending April
1, it is satisfactory to report, only
six cases of small-pox were re-
ported, 4 from Kowloon and 2 from
Victoria.

News and Views.

Notice has been given of the
forthcoming marriage of Miss Alice
Blyth, residing at 2, Tung Hing
Road, Kowloon, and Mr. William
Grant, warder at the Laichikok
Gaol.

Among the passengers leaving
here yesterday for Shanghai was
the President Grant was Mr. R. H.
Hollis, formerly of the Daily Press
staff, who has now joined the
British-American Tobacco Company.
Mr. Hollis was one of the best
golfers in the Colony and runner-up
in the recent Singles Championship
at Fanling.

There was no business of public
interest at the fortnightly meeting
of the Sanitary Board held yester-
day afternoon. A minute by the
President relative to the appoint-
ment of the Hon. Dr. S. W. Tso,
O.B.E., the Hon. Mr. J. P. Braga,
O.B.E., the Hon. Mr. W. M. Koch, the Medical
Officer of Health, and the Head of
the Sanitary Department as a com-
mittee to consider the draft esti-
mates for 1930 and report to the
Board was approved. A report from
the Government Bacteriologist on
water supplies during March was
also before the meeting. Those pre-
sent were Mr. J. J. Carrie (Pre-
sident), Dr. W. V. M. Koch, the
Hon. Mr. H. T. Cresco, O.B.E., the
Hon. Dr. S. W. Tso, O.B.E., the
Hon. Mr. J. P. Braga, Mr. Wong
Kwong Tin, Dr. S. C. Ho, Dr. H. A.
Fawcett (M.O.H.), and Mr. J.
Watson (Secretary).

Sir Austen Chamberlain stated
in reply to a question in the House
of Commons that 368 persons, of
whom 280 were women and children,
were evacuated from Kabul by the
Royal Air Force between December
22 and February 11.

The Postmaster-General an-
nounces the establishment of a
public telephone service between
England and Poland. Communi-
cation at the outset will be limited
to calls between subscribers in the
London Telephone area and sub-
scribers in Warsaw.

Brigadier-General the Hon.
Everard Baring, chairman of the
Southern Railway, has been ap-
pointed chairman of the Railway
Companies' Association, and Vis-
count Churchill, chairman of the
Great Western Railway, has been
appointed deputy chairman.

The rainfall recorded at the
Botanic Gardens last month was
less than an inch—0.91 to be precise.
On March 13, 0.01 was recorded, and
a fortnight later 0.02 was regis-
tered. The following day (March 25)
there was a torrential downpour of
0.88 in, which brought the month's
total up to the figure above stated.
In March last year the total rain-
fall recorded at the Botanic Gardens
was 6.37 in., of which 3.59 in. fell
on one day, the 8th. There were
twelve rainless days during March
last year, whereas this year there
were no less than twenty-eight,
while the rainfall for the month has
been only about one-quarter of the
fall registered on March 8, 1928.

Mussolini's campaign for more
and better babies seems to be having
a great boost by the newspapers.
Whenever triplets or quadruplets
are registered in Italy, there is gen-
erally a big story with lavish con-
gratulations for both father and
mother. Last week, Rome experi-
enced another advent of triplets, by
a mother in the poor San Lorenzo
quarter. Donna Rachele Mussolini,
wife of the premier, sent 1,000 lire
to the mother, while the city of
Rome made gifts to the children
and parents.

Bequest to Waitress.

"Fifty pounds to the waitress
known as 'Olive' at the Junior
Carlton Club" was one of the
bequests left in the will of Sir
Charles Herbert Theophilus Met-
calfe, of Winkworth Hill, Godal-
ming, who left £218,015, with net
personality £104,501. Sir James,
who was a distinguished engineer
and a friend of Cecil Rhodes, left
£1,000 to Harrow School, £1,000 to
University College, and £1,000 to
Royal College of Music. He
bequeathed £800 to charities, and
his violin and cello to the Royal
College of Music.

Movement and Force in Art.

American artists looking for sub-
jects were taught a lesson, namely to
turn to the poetry and life which
America expressed, when the famous
Italian painter, Pierretto-Bianco,
gave an exhibition of his murals for
a private party of Americans in
the new palace of the Ministry of the
Navy, in Rome. Pierretto-Bianco
did the mural decorations for the
salon dedicated to the work of the
Supreme Naval Counsel, wherein
the Italian admirals will in future
sit to decide the "large turns of
Italy's naval policy. What Pier-
retto-Bianco drew was not the usual
sea scenes with ancient wind-jam-
ming men-of-war or battles between
Roman galleys and those of the
barbarians. He depicted the mo-
tion scenes of the construction of
a battleship from the forging of the
steel plates to the riveting of the
last rivet. It was remarked that
American artists had an abundance
of themes in the steel mills and
other industries, which could easily
express the constantly broadening
soul of America. Sky-scrapers,
Pierretto-Bianco stated, had already
attracted him and these furnished
a picture full of movement and
force.

Revival of Opera.

The opera season, revived in
Rome by Mussolini, has taken on
the brilliance familiar in other
capitals. Rome's "golden horse-
shoe" could never be called gold
because it lacks the precious metal
but what it lacks therein it readily
makes up in official and royal
dazzle. The royal family and Duce
are the big patrons, and both
grace the boxes with their pre-
sence, whenever a premiere or
a new opera attracts them. The
Duce was present at a brilliant re-
presentation of "Norma," which would
correspond to the final dress re-
hearsal. This performance has the
official stamp and is attended by
Premier Mussolini, his cabinet,
high governmental officials and
members of the chamber of deputies
and the senate. The real official
opening occurs in the presence of
the King. At this performance, the
Royal box was occupied by both
the King and Queen and by Princess
Giovanna. This is the night that
the diplomatic corps attended and
members of the Rome aristocracy.
The opera really has two openings,
namely, one for the government and
the other for the Royal family.
The general execution was regard-
ed as highly successful and was re-
garded as personally congratulated by
His Majesty and the Duce. The
Rome Opera House is a semi-man-
cipal operation being partly sup-
ported by the city of Rome.

Sir Humphry Rolleston, one of
the doctors who has been attending
the King during his illness, has ac-
cepted the controlling editorship of
the monthly medical journal, *The
Practitioner*.

London's New Clubs.

A new type of luncheon and sup-
per club is being evolved in London
following the stamping-out of ques-
tionable night-clubs run by aliens.
Several of the new clubs have
sprung up in the west-end of Lon-
don during the last few weeks.
They make a point of good cook-
ing and good wines and cater as
much for luncheon customers as for
after-theatre-parties which come in
for supper and a cabaret show.
There are stringent regulations
governing membership and the ob-
servance of licensed hours. The
clubs open much earlier in the day
than did the old night clubs, and
specialise in tea dances in the
afternoon. A cabaret show is given
about midnight, with supper, and
the doors close just about the time
when the old type of club was be-
ginning to get into full swing.

Another "Burning of the Books."

Desirous of blotting out all re-
cords of a former China, and
wishing to pose as the first Em-
peror, Shih Hwang Ti ordered the
burning of all books. This happen-
ed a couple of thousand years ago,
and now history to some extent
repeats itself. Five hundred copies
of the second edition of "Historic
Macao" have been destroyed by fire
at the order of the Governor of that
Colony.

The author, Mr. C. A.
Monteiro de Jesus, has given us
some details of this extraordinary
incident and the circumstances lead-
ing up to it. He says that for
telling plain, bitter truths and sug-
gesting an international régime to
safeguard the Colony, his work was
arbitrarily suppressed without legal
sanction. Even the straightforward
remarks quoted from a previous
Governor's work as to overdue
measures of reform
conspicuous of every available copy,
even private documents being raided
for the purpose. At first the
Governor had agreed to subscribe
for a large number of copies, but
minded by intrigues and without
reading the book he ordered its
suppression as an anti-patriotic
work, whereas its main purpose was
to spare the Colony further ruina-
tion and the stricken mother-country
heavier responsibilities. The
author sent to the home Government
a formal complaint against the
unwarrantable procedure and claimed
redress. As a last resort he sought
to settle matters in the Court of
Macao, only to be fined \$400, with
the alternative of forty days' im-
prisonment, for alleged abuse of
the Press Law. At the trial no de-
finitive charges were made by the
Prosecutor, who from the outset
reserved the Court's decision for
appeal; and it was only on deliver-
ing judgment that the Court cited
over twenty paragraphs of the book
as being of a subversive nature,
though as a matter of fact they
were merely historical criticism of
old bungles which had effected the
new régime that meant to undo.
Pending the Court of Appeal's de-
cision at Goa, it transpired that
there was no valid ground at all
for the trial, an amnesty having
been granted at Lisbon for out-
standing Press Law cases, and when
promulgated at Macao eight months
later the amnesty still came in
time to quash the case.

Unfortunate Sarcastic.

As to restitution of the con-
fiscated copies, the Judge
referred the author to the Governor,
since the seizure was solely at the
former Governor's bidding. A peti-
tion was addressed to the Governor
who, after consulting his legal
adviser, decided not to return the
books, it being pretended that the
amnesty was for the author but not
for the work. Rather than let the
books rot away, the author sarca-
stically but incautiously suggested
that they might as well be burned.
By the Governor's order this sug-
gestion was carried out, a bonfire
being made of about five hundred
copies. In vain the author asked
for some compensation to defray
the cost of publication and enable
him to get away in search of a
living abroad, if only to spare
Macao the shame of seeing her aged,
broken-hearted historian cruelly
tortured by further undeserved ordeals.
It was quite

NANKING TROOPS IN HWANGCHOW.

FURTHER GOVERNMENT GAINS.

FENG'S TROOPS ATTACK WUHAN.

CHEFOO MERCHANTS OBDURATE.

The Nationalist forces continue their advance in the Yangtze region, and Hwangchow, a strategic point of importance, East of Hankow, is claimed to have been captured on Monday. Government gunboats have been despatched to cut off the Wuhan retreat across the river.

In the Shantung area, the situation is quiet for the moment. General Chu Yu Pu is reported to have fallen in the attack on Liu Chen Nien's position at Muping. General Chang Tsung Chang persists in his demands for \$1,000,000 from Chefoo bankers, on the grounds that he had it on deposit there when he evacuated Tainanfu.

HWANGCHOW FALLS.

WUHAN ARMIES IN RETREAT.

YANGLO BOMBARDED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 2. Headquarters at Kiukiang report that the Government forces captured Hwangchow yesterday, and are rapidly advancing upon Yanglo and Hwangpo, capturing many Wuhan soldiers.

Admiral Chen Chao Kwan reports that gunboats at Tsuyu, Tsutung, and Kiangching commenced to bombard the enemy positions at Yanglo yesterday morning.

A squadron leaves for Hankow tomorrow to cut off the Wuhan retreat across the Yangtze.

Two divisions of Feng Yu Heiang's army from Sinyangchow are marching on Sinyangchow.

Wuhan Troops Retreating.

HANKOW, April 2. The battle at Wusueh is believed to be unfavourable to the Kwangsi troops from Hankow. All indications point to their gradually decreasing their defence lines and withdrawing up-river (westward) to Hankow.

Pro-Nanking troops above Wusueh report that they are advancing rapidly.

The situation here remains quiet.

Prospective Governors.

The Tachung News Agency hears from Nanking that two divisions of Feng Yu Heiang's troops have arrived at Sinyangchow, and are advancing upon Hankow.

It is also learned that in anticipation of the occupation of Kiangsi, Hunan and Hupeh, the Government are considering the appointment of Chu Pei Teh as Governor of Hupeh, Liu Chih Governor of Kiangsi, and Fong Ting Ying as Governor of Hunan.

More Successes Claimed.

SHANGHAI, April 2. According to a *Wah Tei Fat* message from Kiukiang, the gunboat squadron, under the command of Chen Chao Kwan, has arrived at Pao-ho via Hui-fungshan. Chen has telegraphically informed Marshal Chiang Kai Shek that Hwang Kang in Hupeh was taken on Monday morning.

The division commanded by Ku Chu Tung captured Kwangchi on March 31. The vanguards have reached Chihui.

Marshal Chiang Kai Shek has appointed Fang Chin Wu as Commander-in-Chief of the 6th Route of the Expeditionary Forces.

Under instruction of Chang Hsueh Liang, the Military leader of the Three Eastern Provinces, Yu Hsueh Chung has conveyed large quantities of munitions loaded in twenty-three railway cargo wagons to Shauhakwan at the eastern border of Chihli.

It is officially reported at Peking that the Fengtien troops have reinforced the garrison troops at Shauhakwan and Jehol.

(Continued on next column.)

MR. BRANDER MATTHEWS DEAD.

POPULAR AMERICAN AUTHOR.

[REUTER'S AMERICAN SERVICE.]

New York, April 1. The death is announced of Mr. Brander Matthews, the well-known author.

[The late Mr. Brander Matthews was born at New Orleans in 1852. He was admitted to the Bar in 1873, but he later turned to literature and had since been a most prolific writer.

He was one of the founders of Authors and Players Clubs and an organizer of the American Copyright League and the Dunlap Society. He was the first chairman of the Simplified Spelling Board, and amongst his honours was that of an officer of the Legion of Honour, which was awarded him by the French Government in 1907.]

FAMINE RELIEF FUNDS.

NANKING LEVIES SURTAX.

HELPING SUFFERERS IN SHANSI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 2. A Japanese report from Nanking says the Government there has decided to levy a 2½ per cent. surtax over present duties, on commodities passing through the Chinese Customs.

The proceeds are for the defrayment of Government expenditure in relieving famine amongst sufferers in Shansi and Kansu.

THE "DIVER'S LUNG."

WONDERFUL SUBMARINE EQUIPMENT.

[REUTER'S AMERICAN SERVICE.]

New York, April 1. Seven hundred safety appliances have been ordered by the Navy, which proposes to equip all submarines therewith.

The appliance which is called the "Diver's Lung," resembles a gasmask. Oxygen is breathed from a rubber bag strapped to the chest, the exhaled air being purified again and again by caustic soda. The appliance is buoyant enough to keep the wearer afloat indefinitely, and weighs only 2½ lbs.

MEXICAN REBELS' VICTORY.

FEDERALS ROUTED.

[REUTER'S AMERICAN SERVICE.]

New York, April 1. According to reports from the Mexico border, the rebels have gained a sensational victory at Escalon. Over 400 Federal troops were killed, while approximately 1,500 were captured by the rebels.

The Federal forces were taken completely by surprise, rebel aeroplanes moving down a large force with machine-guns almost without interference or resistance.

ANOTHER MERGER.

BIG AMERICAN BANKS COMBINE.

[REUTER'S AMERICAN SERVICE.]

New York, April 1. Mr. C. E. Mitchell, President of the National City Bank, has announced a merger with the Farmers' Loan and Trust Company, subject to the approval of the shareholders of both institutions.

The shareholders of the Trust Company will receive five shares in the new bank for each of their present shares.

"SPANISH PRISONER."

PERPETRATORS OF AN OLD SWINDLE BUSY AGAIN.

An official warning to the public to beware of the old trick known as the Spanish prisoner swindle was given from Whitehall a few days ago. The latest variation is to send appeals for help to relatives of English officers who are in Spain or have been there in the past.

The trick is to state that the officers are in prison for having taken place in arms against the Government, and to say that the prisoner has come into possession of treasure which the relatives might have through the medium of a friendly chaplain.

Demands are made for £100 to assist in the release of the officer, or officers, and to provide for the removal of a daughter, who is generally described as being in a convent.

The position is that no such officer or officers exist, and the whole thing is fraud. People receiving such communications are advised to place them immediately in the hands of the authorities in London, who will take steps to endeavour to trace the senders.

R.A.F. PILOT KILLED.

GARDENER RUNS FROM FALLING MACHINE.

Sergeant John William Pearce, Royal Air Force, stationed at Hawking, Kent, was killed when his new single-seater Siskin 3A aeroplane, which he was flying from Bristol, crashed and burst into flames in a garden at Latham Manor, South Godstone, Surrey. It just missed a gardener.

The fire was so fierce that on-lookers could not approach the blazing machine. An eyewitness of the crash said: "The gardener was working when he saw the aeroplane coming towards him. He ran for his life. He was not more than two or three feet from the machine when it crashed."

MISSING NON-STOP FLYERS.

ANXIETY EVIDENCED IN SYDNEY.

NO NEWS SINCE SUNDAY.

[THROUGH REUTER'S AGENCY.]

SYDNEY, April 2. Much anxiety is felt at the entire absence of news of Capt. Kingsford Smith, Mr. Ulm and the others in the crew of four aboard the Southern Cross, since they were wireless on Sunday that they were making a forced landing.

The Controller of Civil Aviation thinks they have landed at Port George, 130 miles east of Derby, in West Australia.

THE KING'S INCREASED VIGOUR.

DEFIES BITING WINDS AT BOGNOR.

COLD SNAP IN ENGLAND.

[THROUGH REUTER'S AGENCY.]

LONDON, April 2. The summerlike spring changed suddenly yesterday, when April showers ended a prolonged drought which made March the warmest since 1841.

Cold northerly winds lowered the temperature eighteen degrees, and colder weather is forecast.

The King passed a good night, despite his exertions yesterday, when he walked to the seavall at Bognor and stood bareheaded and smiling, addressing a huge crowd of Bank Holiday-makers.

His Majesty's words were inaudible, owing to a strong wind and the roar of cheers.

The King today rose early and walked in the grounds of Craigwell House in brilliant sunshine.

There is a cold east wind and snow is falling in many parts of England to-day.

"Getting Well Again."

[BRITISH WIRELESS SERVICE.]

LONDON, April 1. During the week-end, the King continued to take walking exercise in the grounds of Craigwell House. This morning he again listened to the band which came over from Bognor to play for him, and during the programme he delighted the large crowd of holiday-makers who had assembled on the beach by walking to the edge of Craigwell House sea wall and greeting them.

Someone cried: "Get well, Sir," and the King replied: "Thank you, I am doing so," and expressed the hope that they had enjoyed the music.

BRITISH BUDGET RETURNS.

BIGGER SURPLUS THAN ANTICIPATED.

[BRITISH WIRELESS SERVICE.]

RUDY, April 1. The Exchequer returns for the national financial year, which ended on Saturday, show a realised surplus of £18,394,463, which compares with Mr. Churchill's Budget Estimate of £14,500,000. The latter figure was reduced by concessions during the subsequent Budget debate to £9,000,000.

The present surplus, with over £4,000,000 carried over from the previous year, will be placed to the Rating-Relief Suspense Account. Death duties have been particularly productive during the year and the Income Tax, though not the Super Tax, has produced more than was estimated. Expenditure was also less than anticipated.

The nation's revenue exceeded £236,000,000 and expenditure was a little over £218,000,000.

TRADE MISSION BRINGS EARLY RESULTS.

BIG ORDER OBTAINED.

[THROUGH REUTER'S AGENCY.]

LONDON, April 1. An order from Soviet Russia for cotton-mill machinery to the value of £100,000 is stated to have been secured by the representatives of Messrs. Platt Brothers, of Oldham, who are members of the British industrial delegation now in Moscow.

SAVED BY NAVAL OFFICER.

TWO YEAR OLD GIRL IN BEDROOM FLAZE.

[THROUGH REUTER'S AGENCY.]

Prompt action by a naval officer saved a child's life in a fire at Bushey recently.

Mrs. D. H. Williams, of 13, Melbourne Road, saw smoke coming out of a bedroom where her two-year-old daughter was lying ill. A bed beside the cot was burning fiercely, and Mrs. Williams's way into the room was barred by flames.

Her cries brought Lieut. Comdr. Ernest Brown, R.N., who lives next door, and he brought the child to safety. He also removed another child from a bed in another room, and then summoned the fire brigade.

MOHAMMEDANS DISAGREE.

TROUBLE ON NORTH-WEST FRONTIER.

LONG-STANDING DISPUTE.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, April 1.

Trouble has again broken out on the North West frontier between the Sunni and Shia Mohammedan sects in Tirah, in the Afridi country, the dangerous aspect of which, is the likelihood of it spreading to other tribes and starting a general upset along the frontier.

The Shikhs for a long time have been building forts along the border of the "Guaranteed Area," north of Kohat-Thal pass on British territory, which the British gave to them in 1917 after the Sunnis had expelled them from territory which they are now apparently bent upon regaining.

The Sunnis' eyes have not been shut and they also have built forts, and have been helped by the Afridis, who are doing their utmost to stem the Shikhs' advance.

It is feared that the Sunnis and Afridis will launch a big counter drive and invade British territory, which would necessitate British intervention. A Kohat column is standing to and aeroplanes are constantly reconnoitring.

TWICE WOUNDED ON STAGE.

VICTIM OF "WILLIAM TELL" ACT.

[THROUGH REUTER'S AGENCY.]

In a cinema at Ruell, France, two artists were giving an exhibition of shooting. One of them, named Peuplier, had to stand 15 feet from his companion, Cherrier, who boasted that he would put a shot through a ring held out at arm's length by Peuplier.

The bullet, however, entered Peuplier's wrist.

Nothing daunted, the wounded man said that he was ready to go on with the exhibition. The next number was equally difficult. Cherrier was to burst a small balloon fastened to a tiny target fixed on Peuplier's chest. The carbine was fired, and Peuplier fell, shot in the chest.

He was taken to hospital, but has refused to lodge any complaint against the would-be William Tell, declaring that the double accident was the result of a defective carbine.

COLOUR-BLIND MEN.

"25 PER CENT. CANNOT SEE RED."

[THROUGH REUTER'S AGENCY.]

The value of light signals to regulate road traffic was discussed at the Transport Commission's meeting when Mr. Mervyn O'Gorman, vice-president of the Royal Automobile Club, declared that the employment of red lights was almost useless, as 25 per cent. of the male population was practically or totally colour blind.

The use of the red light in connection with motor-cars should be abolished. It was an inheritance from the railway companies.

It was preferable to signal by means of form or shape rather than by colour. If the triangle was a danger sign there was no need for it to be red.

The chairman, Sir A. Griffiths Boscawen, asked Mr. O'Gorman why he referred to male motorists only.

"Because," he replied amid laughter, "no woman is colour blind. Colour blindness is a thing the female sex can transmit, but does not suffer from itself."

LORD LONSDALE'S "LOVE LETTERS."

CHEERING WOUNDED MEN DURING THE WAR.

[THROUGH REUTER'S AGENCY.]

How Lord Lonsdale cheered wounded soldiers during the war was told by Lord Desborough at a dinner of the British Sportsmen's Club at the Savoy Hotel.

Lord Desborough spoke of Lord Lonsdale as "Hugh," and said that during the war he took an interest in wounded men in France who had received no letters from home.

"After Lord Lonsdale got home," said Lord Desborough, "the wounded soldiers began to receive wonderful letters from unknown lady-loves—all written by Hugh."

Lord Lonsdale, in reply, admitted that he prevailed upon a number of young women friends to write to wounded men who had no one else to write to them.

Sir James Barrie has presented the manuscript of his play, "The Twelve-Pound Look," to the News-Paper Press Fund. It will be sold by auction for the fund.

TO CAPETOWN BY AEROPLANE.

AIR MINISTER'S TRIP.

INAUGURATING NEW SERVICE.

[THROUGH REUTER'S AGENCY.]

LONDON, April 1.

The Air Minister, Sir Samuel Hoare, accompanied by Air Vice-Marshal Sir Vyell Vyvyan and his private secretary, who are travelling as far as Egypt by the new England-to-India Air Service, arrived on scheduled time at Naples.

At Basle, they transferred from the huge Armstrong-Siddeley air liner to the night express for Genoa, where they embarked on a British seaplane, reaching Naples yesterday evening. General De Pinedo and other representatives of the Italian Government greeted them.

On reaching Egypt, Sir Samuel Hoare will fly along the projected air route to Capetown, travelling 800 miles daily, returning to Egypt to catch the air mail from India to London in time for the assembly of Parliament on April 15th.

The first air mail liner from India will also carry Air Vice-Marshal Sir Geoffrey Salmond and Lord Chetwynd, Vice-Chairman of the Imperial Airways, and his daughter.

"The Indian Air Mail."

LONDON, April 2 (U.P.).

With an itinerary reading like a chapter of exploits with the Magic Carpet of Arabian Nights lore, a 30-seater Imperial Airways "plane" has started for Basle on the first leg of a flight to India.

Simultaneously with its departure, the long-heralded London-Karachi Imperial air route was formally proclaimed open and in operation on a fixed weekly schedule of six days, 5½ hours for the 5,000 mile journey between the two points.

The distance is to be covered by a combination of airplane, train, and flying-boat transportation. The only part of the trip to be made by train, however, will be the journey through the Alps from Basle to Genoa, which will be made at night.

Arriving at Genoa the passengers and mail will be transferred to one of a fleet of new all-metal flying-boats especially built for the over-water flight from Genoa to Alexandria Harbour. There the travellers will again ascend in land "planes," and sweep at 100 miles an hour over country familiar to the narrator of the Arabian Nights, for the schedule of the flight from Alexandria eastwards calls for halts at Gaza, Rutbah, Wells, Baghdad, Basrah, Jask and Gwadar. Gwadar is the last intermediate stopping place of the flight before the final hop is made from Gwadar to Karachi on the morning of the sixth day after leaving London. The schedule calls for departure from Gwadar at 6.05 (G.M.T.) Friday morning, and arrival at Karachi at 10.30 a.m. (G.M.T.).

Present Arrangements. According to present plans there will be only one flight each way per week—one starting every Saturday morning at 3.45 a.m. from Croydon, and arriving the following Friday morning at Karachi at 10.30 (G.M.T.), and the other starting from Karachi on Monday and arriving in London on the following Sunday morning. Except for the 150-mile rail-trip from Basle to Genoa, and a short trip by motor-car from Alexandria to Aboukir, the entire journey will be made by air. The actual flying time in the air is only 52 hours.

During the first year of operation no part of the route will be flown at night, but much of the country from Alexandria eastward, it is said, lends itself to safe night flying if properly laid out with searchlights and beacon lights as are used in the United States. There is a probability that in 1930 night flying will be tried out experimentally, at least over a considerable section of this route. It is believed when such flying is properly organized the trip from London to Karachi can be cut to four, or even three-and-a-half days.

Although passengers will be carried on the new route it is primarily intended for the speeding-up of mail services. It will enable mail services not only to India, but also to Iraq, Palestine, Ceylon, China, Japan, Australia and New Zealand to be greatly accelerated.

Details of Time-Table. In detailed form the traveller's itinerary on the new route is as follows:—

First day—London-Basle. Distance, 485 miles. Armstrong-Siddeley "Argosy" aircraft with three engines. Night express train through the Alps to Genoa. 150 miles.

Second day—Genoa to Syracuse. Distance, 700 miles. Short "Catalpa" flying-boats with three Bristol-Jupiter air-cooled engines. Intermediate stop at Rome.

Third day—Syracuse to Tobruk in Italian Libya. Distance, 750 miles. Intermediate stop at Navarino, Greece. Emergency airport for refuelling if strong head-winds, Suda Bay, Greece.

Fourth day—Tobruk to Alexandria. Distance, 350 miles. Half day's flying. At Alexandria passengers and mails transfer again to land airplanes, and journey resumed by air to Gaza. Distance, 230 miles. Three-engined de Havilland "Heracles" airplane.

Fifth day—Gaza to Basrah. Distance, 912 miles. Stops at Rutbah and Baghdad.

Sixth day—Basrah to Jask. Distance, 800 miles. Intermediate stops at Bushire and Lingeh.

Seventh day—Jask to Karachi. Distance, 600 miles. Intermediate stop at Gwadar.

(Continued at foot of next column.)

Telegrams in Brief.

Armed with a living snake about two feet long, a burglar broke into a Buddhist temple in Akomara, Japan and made away with Yen 40 and a gold watch, after intimidating the chief priest with his unusual weapon.

Reports are current that the Archbishop of Canterbury will shortly visit the leading centres of the Greek Orthodox Church in the Balkans. It is believed that this is in connection with the intention of the Anglican Church to arrange closer relations with the Greek Orthodox Church.

Statistics published in Berne show that the number of motor vehicles in Switzerland has steadily increased during the last few years, having now reached a total of 100,000.

The Belgian Government has decided to erect a number of short wave wireless transmitting and receiving stations in the Belgian Congo territory in order to bring about closer connections between the colony and the mother-country as well as between places of the colony itself.

DISASTER DUE TO FOREIGN STEEL.

THREE VICTIMS OF UNSAFE RAILWAY BRIDGE.

[THROUGH REUTER'S AGENCY.]

"UNFAIR PROFIT."

Inferior foreign steel was blamed for the Blackpool railway bridge disaster at the inquest on the victims. A girder bridge collapsed on a train on January 6, killing three men and seriously injuring three others. The jury returned a verdict that the men met their deaths by falling from the bridge through the collapse of the bridge, brought about by faulty steel, from which it was constructed.

Mr. Robert Watson, a partner in the firm of Messrs. Harry Peers and Sons, of Bolton, who were constructing the bridge, said that an analysis of the steel after the accident, showed that the quality of the steel was distinctly poor. It was more like iron. It was not the steel they expected to get, and if they had known its quality, they would have condemned it. They had been told it was not British steel.

Weak and Brittle. Mr. Thomas Clement Ormiston Chant, a consulting engineer, of Manchester, said he thought the accident was caused by one of the bottom girders breaking.

The bridge would have been safe if constructed of normal steel. The steel used was weak owing to lack of carbon, and was brittle. It was deceptive because it was soft, and dangerous because it was brittle. It was probably foreign steel, and he was surprised the girders had reached the site without some breakage occurring.

The constructional engineers pay the same price for British steel as for foreign steel," said Mr. Chant, "but if the steel maker is buying foreign steel and rolling it, he is making an unfair profit against his competitors, because it is costing him less to buy, and he is rolling it and selling it as British steel, whereas if he made British steel in his own works, it would cost him more."

The coroner, summing up, said that from the report it appeared that the type of steel employed ought never to have been used in a structure of that kind. They could not conceive what might have happened if the structure had collapsed on a train going at a fast speed.

SAFETY AIR PROPELLER.

AN INTERNATIONAL CONTEST.

[THROUGH REUTER'S AGENCY.]

A British propeller which can vary the angle or pitch of its blades while it is revolving at high speed is to be fitted to a Gloucester aeroplane which is to be sent to America to take part in an international safety contest.

The effect of this invention, to which great importance is attached (writes the Air Correspondent), is rather like that of changing gear in a motor-car.

The pilot of the aeroplane can alter the angle of the blades of the revolving propeller to improve taking off, climbing, high speed flying, or manoeuvring in rarified air at high altitudes.

HOME FOOTBALL RESULTS.

EASTER MONDAY'S LEAGUE MATCH UPSETS.

GRIMSBY AND STOCKPORT DEFEATED.

RANGERS BEAT QUEEN'S PARK.

Thirty-nine matches were played in the English League on Monday resulting in 21 home wins, 9 away wins, and 10 draws; home teams gaining 73 in a total of 110 goals. The programme was for the most part return meetings of the teams which met on Good Friday. Blackburn and Huddersfield, who played to a draw, were "post entries."

Manchester City, who on their own ground defeated Bolton in the previous encounter, managed to gain a valuable point on their visit to the ground of the Cup favourites. Birmingham had their revenge by defeating Portsmouth.

Chelsea had luck in their return match at home with Grimsby, the leaders in Division II, and gained full points. Bradford showed good form at home by turning the tables on Blackpool. Southampton added another victory and went a step higher.

There were many changes in the Division III (Southern) League table where Fulham gained second place and Charlton dropped in sixth position. Fulham's rise, however, is on goal average, as the Palace are better placed on actual matches played. Stockport, Northern Section leaders, were defeated by Wigan.

A few matches in the Scottish League were also in the programme. The Rangers got through this time by one goal. The meeting between Celtic and Partick had to be played on the latter's ground owing to the destruction by fire of Celtic's pavilion and dressing rooms. Celtic won by scoring the only goal of the match.

Results of Easter Monday matches and League tables corrected to date are appended.

ENGLISH LEAGUE.

Division I.

Birmingham	1	Portsmouth	0
Bolton	1	Manchester C.	1
Cardiff	1	Liverpool	2
Leicester	4	Aston Villa	1
Manchester U.	1	Bury	0
Sheffield U.	1	Leeds U.	1
Blackburn	1	Huddersfield	1

Home wins 3, away wins 1, drawn 3. Goals scored: Home 10, away 6.

Division II.

Bradford	5	Blackpool	2
Bristol C.	1	Clapton	0
Chelsea	3	Grimsby	0
Hull	1	Millwall	0
Notts C.	3	Wolves	1
Oldham	1	Port Vale	1
Stoke	0	Barnsley	1
Swansea	0	Reading	0
Tottenham	2	Preston	0
West Brom.	3	Nottingham	0
Southampton	3	Millwall	0

Home wins 7, away wins 1, drawn 2. Goals scored: Home 22, away 7.

Division III (Southern).

Bournemouth	3	Brighton	2
Coventry	0	Northampton	2
Exeter	0	Meyrick	0
Luton	3	Charlton	0
Newport	2	Bristol R.	0
Norwich	2	Brentford	4
Queen's P.R.	1	Crystal Palace	1
Southend	2	Gillingham	0
Swindon	1	Fulham	2
Torquay	2	Plymouth	2
Walsall	4	Watford	0

Home wins 6, away wins 3, drawn 2. Goals scored: Home 23, away 13.

Division III (Northern).

Barrow	1	Southport	2
Crewe	0	Tranmere	1
Darlington	1	Doncaster	0
Hartlepool	1	Accrington	3
Lincoln	3	Ashington	0
Rochdale	2	Chesterfield	1
Rotherham	0	Halifax	0
South Shields	3	Nelson	2
Wigan	4	Stockport	0
Wrexham	1	New Brighton	1

Home wins 5, away wins 3, drawn 2. Goals scored: Home 18, away 11.

SCOTTISH LEAGUE.

Division I.

Kilmarnock	3	Clyde	2
Third Lanark	2	Hearts	2
Celtic	1	Partick	0
Rangers	2	Queen's Park	1

* This match was played on the ground of Partick Thistle owing to Celtic's pavilion and dressing rooms being gutted by fire.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I), up to and including matches completed on Saturday are appended:

ENGLISH LEAGUE.

Division I.

Wednesday	36	8	75	51	43
Sunderland	37	18	72	51	43
Leicester	35	17	70	50	43
Derby	36	17	72	50	43
Aston Villa	35	18	69	50	43
Blackburn	35	18	69	50	43
Arsenal	35	14	11	68	50
Leeds U.	34	15	72	64	37
Liverpool	35	16	10	62	54
Everton	34	16	14	58	64
Manchester City	34	15	15	58	64
Newcastle	35	15	15	58	64
Birmingham	33	13	12	62	54
Huddersfield	33	13	11	61	53
Bolton	33	11	11	61	53
Sheff. Wed.	33	11	11	61	53
Sheff. Ham.	33	11	11	61	53
Manch. U.	32	10	12	52	33
Wolves	32	12	15	52	33
Bury	32	12	15	52	33
Portsmouth	32	12	15	52	33
Cardiff	32	12	15	52	33

SCOTTISH LEAGUE.

Division I.

Rangers	33	28	4	96	27	00
Hearts	33	28	4	96	27	00
Motherwell	34	18	9	74	60	45
Celtic	32	19	6	75	37	44
Aberdeen	33	18	7	72	61	39
Partick	34	15	6	63	59	29
Kilmarnock	34	14	7	73	63	35
Queen's P.	33	15	5	73	63	35
St. Mirren	32	12	12	61	62	33
St. Johnstone	32	12	12	61	62	33
Falkirk	32	12	12	61	62	33
Hibernian	32	12	12	61	62	33
Airdrie	32	12	12	61	62	33
Hamilton	32	11	7	59	79	29
Cowden	32	11	7	59	79	29
Clyde	32	11	7	59	79	29
Ayr	32	11	7	59	79	29
3rd Lanark	32	10	6	60	89	28
Dundee	32	9	7	57	93	25
Raith R.	32	8	4	41	93	25

LOCAL FOOTBALL.

TO-DAY'S MATCHES.

The following games in the Hong Kong League are down for decision to-day—

Division I.

Kick-off at 5.15 p.m.
Small Units v. Somerset Light Infantry, Chatham Road ground. Referee: M. A. A. Vosper.
K.O.S.B. v. Hong Kong Police, Sookunpoo ground. Referee: Cox. Willis.

Division II.

Kick-off at 5 p.m.
South China "B" v. R.A. Res., Caroline Hill ground. Referee: C.F.O. Crossley.
Kowloon F.C. Res. v. K.O.S.B. Res., Kowloon F.C. ground. Referee: A. B. Swallow.
China Athletic Res. v. Eastern F.C. China Athletic ground. Referee: Mr. Critchett.
R.A.F. v. S.L.I. Res., King's Park ground. Referee: Mr. Moss.

On the United Services ground at Kowloon, the Small Units meet the S.L.I. The Units hope to register their first league point in this match, but should the S.L.I. show the form they did against the Hong Kong F.C. the Units will be disappointed.

In view of the hard games which South China have had within the week, and their position in the League, their fixture with the K.O.S.B. down for to-day, has been postponed. The K.O.S.B. will now play the Police at Sookunpoo and a good game should be seen.

The Juniors.

There are four games in the junior division and the K.O.S.B. are due on the "Railway" ground where they should find the going easy. At King's Park, the Airmen meet the S.L.I. This game should be evenly contested with the Airmen just getting home.

China Athletic should win easily against the Eastern should the game be played. At Caroline Hill the struggle for points should end in favour of the home team.

KOWLOON F.C. R.A.

The following will represent the Kowloon Football Club 1st XI v. Royal Artillery on Thursday, April 4 at 5.15 p.m.: Angus, Guest and Pile; Bowman, Easterbrook and Biles; Eastman, Hadley, Hannan, McKelvie and Miles. Reserves: Hast and Morgan.

KOWLOON F.C. RESERVES v. K.O.S.B. RESERVES.

To-day on the Kowloon F.C. ground. Kick-off at 5.15 p.m.

Kowloon F.C.—Angus, Moore and Nicholls; Seddon, Campbell and Waddington; Hutchison, McIntyre, King, Cleme, and Blackloch. Reserve: Murphy.

GOLF.

ROYAL HONG KONG GOLF CLUB.

FANLING EASTER MEETING.

Played on Easter Sunday.

SHANGHAI VISITORS' CUP.

36 HOLES UNDER HANDICAP.

R. K. Hepburn (wins) 82+81=163-20=143

OTHER SCORES.

H. A. Lammett 80+92=172-30=142

M. G. Mills 87+97=184-32=152

A. Webster 88+91=179-36=143

K. S. Robert 85+81=166-12=154

T. L. Christie 84+92=176-22=154

O. E. C. 84+92=176-22=154

A. H. Marton 78+79=157-57=100

R. H. Hallis 87+82=169-12=157

A. Piercy 87+84=171-36=135

W. D. Brown 83+86=169-12=157

A. D. Hume 83+86=169-12=157

There were 62 competitors.

J. S. MacLaren wins prize for best 18 holes, with 71 netts equalled by M. G. Mills but decided on best last nine holes.

Fourball Foursomes.

March 29-April 1.

R. K. Hepburn and D. J. Gilmore 75-8=67 win.

OTHER SCORES.

O. E. C. Marton and E. D. Lawrence 72-3=69.

T. L. Christie and R. K. Hepburn 79-8=71.

Comdr. Taylor and Comdr. Brown 79-8=71.

12 pairs entered.

Man at Bow: The rear wheels of the lorry kicked out sideways.

When Mr. Baldwin presided at the dinner in London of the Worcestershire Association, a giant pipe, carved in ice, and giving forth clouds of smoke, was set before him.

LAWN TENNIS.

BRITISH PAIR IN FINAL.

LOS EASILY BEATEN.

J. S. McEachran and L. Goldman met M. K. Lo and M. W. Lo in the second semi-final of the Open Doubles Championship of the Colony yesterday to decide who should meet H. D. and S. A. Rumjahn in the final. In anticipation of a good struggle a large crowd turned up for the match, which, however, ended in an easy victory for the British pair in straight sets 6-3, 7-5, 6-3.

In qualifying for the semi-final the winners defeated:—
R. K. Valentine and A. D. Humphreys, 6-3, 6-1, 6-4.
Y. Sakiki and T. Isomura, w.o.
Ng Sze Kwong and Ho Ka Lau, 6-1, 6-2, 6-0.

while the Lo brothers met and defeated:—
Lt. Col. Wyatt and L. Forster, 6-0, 1-6, 6-1, 6-3.
S. E. Green and D. S. Green, 6-3, 7-5, 6-3.
G. W. Sewell and J. G. Lawrie, 6-3, 6-3, 10-8.

The Play.

The match did not produce the struggle expected. McEachran and Goldman played up to form and reputation and indeed gave their best exhibition so far in this tournament.

Starting off with a lead of 2 games, they held their advantage throughout the set, making the score 2-1, 3-1, 3-2, 4-2. The Los did not give the British pair any serious opposition, but reduced their opponents' lead from 4-2 to 4-3, when they had a good opportunity to draw level, leading 40-15 on their own service, but their opponents forced the pace and seized the game, eventually taking the set at 6-3.

A better struggle was seen in the second set, which produced some keen rallies. The British pair again gave a good exhibition and after losing the first game secured a lead of 3-1. The Los played their best at this stage and by dint of some enterprising tactics drew level and gained the lead at 4-3 which, however, their opponents equalised. The Chinese led again but lost the lead at 5-4, at which stage Goldman and McEachran asserting themselves won the next two games for the second set.

The winners showed up even better in the third set and there was never any doubt as to who would eventually win. They led 2-0, 2-1, 3-2, 4-3 and in spite of a final effort by the brothers they won the next two games by superior play.

British Superiority.

On yesterday's exhibition, the British pair showed themselves to be, by far, the better pair. They were always on the aggressive, and went up to the net where neither lobs nor drives disturbed them. Goldman smashed with great effect, and the net play reached a high standard.

Los Disappointing.

The Lo brothers put up a disappointing performance. Their shots lacked sting and they were not at all enterprising being on the defensive throughout.

They played, however, a very plucky game against a stronger pair and there were some long baseline duels and very smart work at the net.

RESULTS.

Open Doubles.

J. S. McEachran and L. Goldman beat M. K. Lo and M. W. Lo, 6-3, 7-5, 6-3.

Handicap Singles "A".

J. G. Lawrie (owe 3/8) beat S. E. Green (owe 15/1), 7-5, 6-3.

J. Barrow (rec. 3/8) beat G. W. Sewell (owe 15/1), 9-7, 6-1.

Handicap Doubles.

O. E. C. Marton and H. Owen Hughes (owe 15/1) beat W. E. Bishop and W. Woodward (rec. 4/8) 6-3, 6-4.

TO-DAY'S MATCHES.

Open Singles.

3rd Round.
M. K. Lo v. H. D. Rumjahn.

Handicap Singles "B".

Final.
T. J. Price (owe 2/8) v. E. B. Price (rec. 4/8).

Mixed Doubles.

S. E. Green and Miss Heard (owe 15/1) v. L. Forster and Mrs. C. C. Stark (owe 15/1).

A. Piercy and Mrs. Piercy (rec. 4/8) v. H. V. Parker and Miss Stanion (owe 2/8).

D. Smith and Mrs. Smith (owe 4/8) v. W. Woodward and Mrs. Woodward (rec. 4/8).

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.
5.30 to 6.30 p.m.—Programmes of Chinese music (Records supplied by The Pleasant Co.).
7.48 p.m.—Evening weather report.

8 p.m.—Evening programme (Columbia records supplied by Messrs. Anderson Music Co.).
10.10 p.m.—News bulletin.
10.30 p.m.—Close down.

A DULL YEAR FOR SINGAPORE.

CHAMBER OF COMMERCE REVIEW OF SITUATION.

MILDLY OPTIMISTIC AS TO RUBBER POSITION.

U.S.A. AS MALAYA'S BAROMETER.

Singapore, March 27.—A comprehensive review of the trade of Singapore during 1928 was given by the Hon. Mr. J. Bagnall, as chairman of the Singapore Chamber of Commerce, at the annual meeting. He pointed out that it had been a very dull year, although the worst fears with regard to the rubber industry failed to be realized. Declaring that "America was the barometer of Malaya," the speaker expressed the opinion that present conditions in the United States indicated fair prospects for rubber and tin, though he doubted whether there were economic reasons for a higher price for rubber.

General Trade.
I am indebted, said the Chairman, to the Acting Registrar of Imports and Exports for the following figures relating to the trade of the port with countries outside the British Malayan Area.

Imports—1927.
Quantities Values
Tons \$
Tin Ore 30,787 54,192,366
Para Rubber 1,163,484 156,453,137
Other Merchandise 547,057,569

Total 757,688,102
Coin and Bullion 22,051,927
Grand total 779,739,029

Imports—1928.
Quantities Values
Tons \$
Tin Ore 32,248 59,577,941
Para Rubber 1,139,182 151,238,367
Other Merchandise 499,422,687

Total 651,238,995
Coin and Bullion 16,498,321
Grand total 667,737,316

Exports—1927.
Quantities Values
Tons \$
Tin 37,579 91,791,422
Para Rubber 200,307 271,333,870
Other Merchandise 278,988,864

Total 519,114,156
Coin and Bullion 6,650,770
Grand total 525,764,926

Exports—1928.
Quantities Values
Tons \$
Tin 42,753 81,903,492
Para Rubber 201,293 266,140,705
Other Merchandise 265,904,769

Total 519,114,156
Coin and Bullion 6,650,770
Grand total 525,764,926

These figures do not include the trade between Singapore and other parts of British Malaya, as the recording of this local trade has recently been discontinued.

Banking, &c.
During the first two months of the year business was fairly good, but from that time it began to ease off and remained, with a few spasmodic revivals, in a semi-dull condition until the end of September.

The last three months of the year saw a decided recovery due largely to the heavy shipments of rubber made during November and December.

Harbour Board.
The Singapore Harbour Board has kindly furnished the following information in respect of the year ended December 31, 1928:—

Number of vessels of using the wharves 3,423
Net registered tonnage 9,613,346
General cargo handled at the wharves:—

(a) Tons inward 1,275,912
(b) Tons outward 856,982
Coal handled at the wharves:—

(a) Tons inward 338,397
(b) Tons outward 372,578
Commercial oil fuel:—

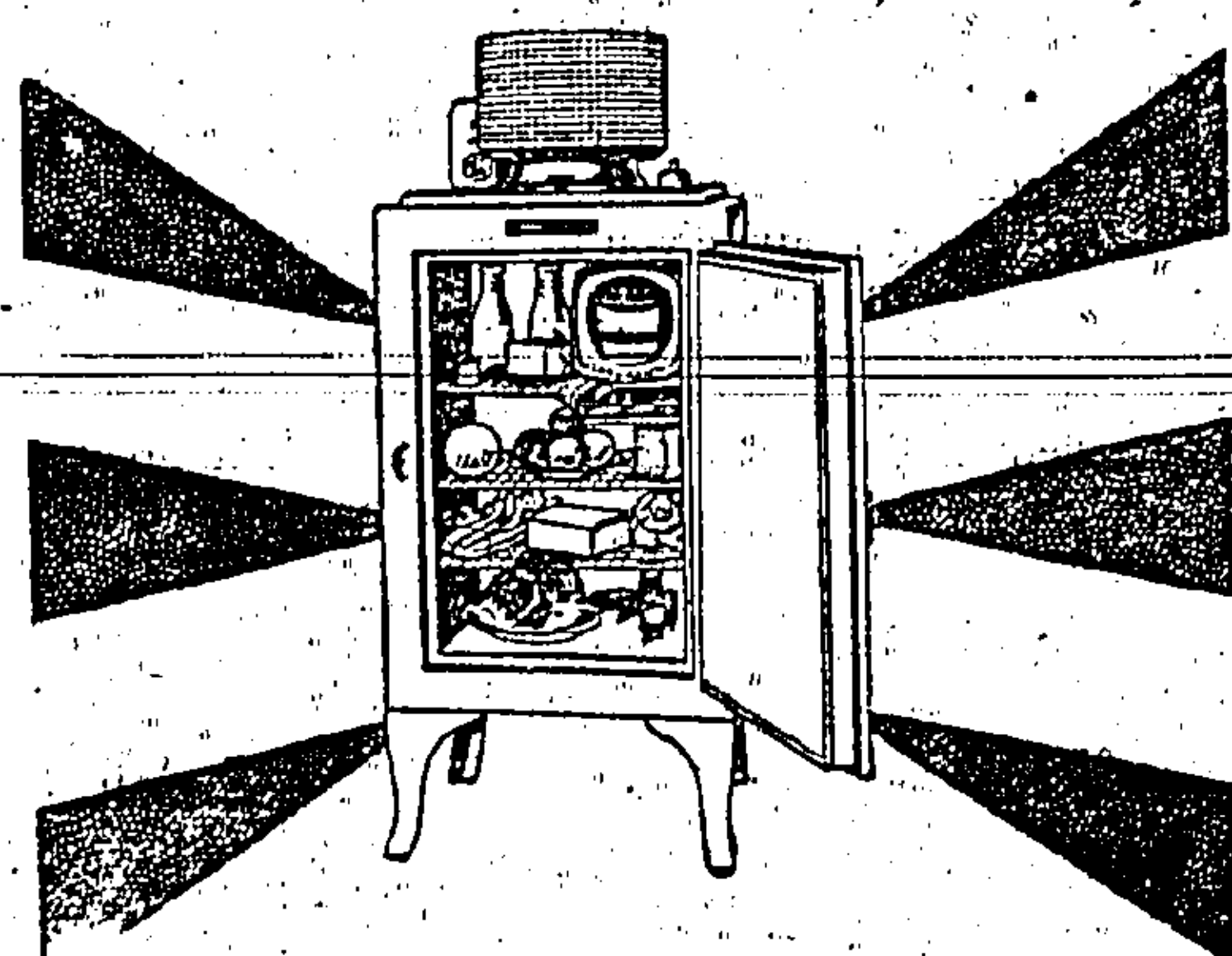
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Replace cap
and push
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Hong Kong and China.

Money and Markets

HONG KONG MARKET
REPORTS.Quotations for rice and other
foodstuffs at yesterday's local mar-
ket were as follows:—

Rice.	Per Picul.
Green Double Swallows	\$7.22
Green Flying Swallows	7.12
Blue New Moon	7.22
Blue Double Vessels	7.23
Star and Moon Flag	7.42
Red Seal	7.49
Red Seal, No. 3	6.83
Black Seal, Pokmai	6.83
Blue Seal, White Broken	6.32
Sugar.	
No. 24 Coarse Granulated	\$7.98
Java Brown	6.57
Hoihoufu Brown	7.70
Green Sugar	6.90
Miscellaneous.	
No. 1 White Edible bird's nest	\$2,300.00
White Edible bird's nest fragments	\$85.00
Fine Ivory-coloured ratan	11.80
Groundnut Oil, Fongtze	24.15
Scarlet Bean, Newchwang	8.10
Pecked groundnut	13.00
White flax, Wuchang	27.00
White Wax, Yunnan	82.00
Dried Persimmon, New	15.00
Dried Mushrooms, Fakoo	300.00

CANTON BEAN AND OIL
MARKET.A dull oil market has been ex-
perienced since the end of last year.
Prices rise now and then but the
improvement is not maintained.
Due to the high exchange rate, the
market improved a little last week
but is inactive again.

Latest quotations are as follows:	
Groundnut Oil, Fongtze	\$23.90
Groundnut Oil, Tung Wo	
Factory	22.90
Soy Bean, Chi Tung	\$10.15
Soy, Choy Chai Wong	10.03
Soy, Lin Wong	10.01
White Bean	10.04
Black Bean	9.00
Scarlet Bean	12.20
Green Bean, Sunsheng	12.50
Green Bean, Common Grade	10.01

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

	Canton, April 1.
Watan Works	\$3.80
Electric Light & Power	4.35
Canton-Hankow Railway	52
The Sun Company	70.00
Sincere Company	104.00
Nanyang Bros. Tob. Co.	4.15
Canton Tramways	2.60
China Merchants' Steam Navigation Company	59.00
Central Bank of China	47.00

CANTON TRADE
NOTES.Prices are going up in Wuchow,
particularly for salt and rice.Since March 13, the number of
bags of Kwangtung grown tobacco
exported from the Colony is put at
about 1,500.Over 23,700 tons of coal were im-
ported into Canton during the
month of March. Of the total
amount, about 18,300 tons were Chi-
nese coal, 3,100 tons were from
Japanese origin while 2,300 tons
came from other foreign sources.Military activities have brought
trade between Kwangtung and
Kiangsi to a standstill. The usual
supplies of paper and raw materials
of many kinds from Kiangsi are
held up while the export of sugar,
flour and foreign goods from
Kwangtung has also been suspend-
ed.No Chinese feast is complete
without shark's fins. This delicacy
comes mainly from Calcutta and
Melbourne, but smaller quantities
are also imported from America and
Loochoo. The trade is an import-
ant one locally and the Colony is
the largest distributing centre in
the world.Supplies of oxen and cows from
the West and North River districts
have been short as farmers are
reluctant to sell their animals be-
cause oxen are in great need for
ploughing the rice fields. Also a
large number of oxen perished last
year in the cattle plague. The pre-
sent price of beef is unusually high.The declaration of Canton's neu-
trality reacted quickly on the price
for gold which is now \$53 per tael,
and the demand is down to normal.
The exchange rate for Hong Kong
money is \$1.38 to the dollar and
other foreign currencies are also
normal. The price for rice is 11
catties for a dollar and for firewood
80 catties a dollar.HONG KONG STOCK
EXCHANGE.

CLOSING QUOTATIONS.

	April 2, 1929.
H.K. Banks	\$1,235 buy, 1,245 sell.
Do.	London, \$155 nom.
Chartered Banks	\$234 buy, 234 sell.
Mercantile Banks, A. & C.	\$234 buy, 234 sell.
Do.	\$215 nom.
P. & O. Banks	\$281 nom.
East Asia Banks	\$301 nom.
Canton Insurance	\$685 buy, 685 sell.
Union Insurance	\$383 nom.
North China Ins.	Tls. 180 buy.
Yangtze Insurance	M. \$50 nom.
China Underwriters	\$220 buy, 240 sell.
China Fire Ins.	\$752 buy.
Donghai	\$38 nom.
H.K. Steamships	\$26 sel.
H.K. Tugs	\$240 nom.
Indo-China (Pref.)	\$352 nom.
Do. (Def.)	\$32 nom.
Shell Transport	\$97 nom.
Union Waterboats	\$224 nom.
Benguet	\$24 buy.
Kadan Mining Admin.	\$82 nom.
Langkats (combined)	Tls. 14 nom.
Do. (single)	Tls. 7 nom.
Sing. Exploitation	Tls. 3 sel.
Shanghai Loans	Tls. 44 nom.
Banbe	\$7.10 nom.
Tromph Mines	\$176 nom.
H.K. & W. Wharfe	\$124 sel., 123 ss.
H.K. & W. Docks	\$37 sel.
China Providents	\$44 buy, 45 sel.
Hongkew	Tls. 169 nom.
New Engineering	Tls. 483 buy.
Shanghai Docks	Tls. 117 buy.
Ewo Cottons	Tls. 124 buy.
Oriental Cottons	Tls. 2 nom.
Shai Cottons (old)	Tls. 72 nom.
Do. (new)	Tls. 35 nom.
H.K. & S. Hotels	\$9.05 buy, 9.10 sel., 9.10 ss.
H.K. Lands	Tls. 171 buy.
Shanghai Lands	\$144 buy.
Esplanade Estates	\$3.60 nom.
H.K. Tramways	\$181 sel.
Peak Tram (old)	\$124 buy.
Do. (new)	\$8.30 nom.
Star Ferries	\$87 buy, 68 sel.
China Lights	\$13.20 buy, 13.20 ss.
H.K. Electric	\$53 sel., 53 ss.
Macao Electric	\$24 nom.
S. S. Lights	\$5 nom.
Telephones	\$7.10 nom.
China Buses	Tls. 18 buy.
Singapore Tractions	\$11/8 nom.
Do. (Pref.)	\$16/8 buy.
China Sugars	\$1.05 sel.
Malabar Sugars	\$30 buy.
Canton Ice	\$2 sel.
Cementa (combined)	\$45.50 buy, 45.70 sel.
Do. (old)	\$7.80 nom.
Do. (new)	\$1.40 buy.
H.K. Ropes	\$71 nom.
United Asbestos	\$5 nom.
Dairy Farms	\$20 sel.
Watsons	\$13.20 buy, x div.
Der A Wings	\$20 eta buy.
Lane Crawford	\$23 sel.
MacIntosh	\$11 buy.
Sinclair	\$3.65 nom.
H.K. Amusements	\$25 buy.
H.K. Constructions	\$11 sel.
B'que Indus. G. S. Bonds	\$8 1/2 sel.
H.K. Govt. Loans	\$4 1/2 prem. buy
buy—buyers; sel—sellers; ss—sales; nom.—nominal.	

COTTON.

MARKET TENDENCIES.

We have received the following
letter from Messrs. Pentreath &
Co., to whom it was forwarded on
February 28 by Messrs. Hornby
Hemelryk & Co., Liverpool.The market has been quiet but
very steady during the past week,
and prices are about 15 points
higher compared with those ruling
a week ago.The steadiness may be attributed
in part to a somewhat better de-
mand from the East for cloth.Manchester reports an improved
enquiry for cloth, especially from
China and the demand from India
is also showing improvement now
that the riots are over.Although quiet conditions have
prevailed lately in American tex-
tile circles, latest advices are more
encouraging regarding the outlook.For the past four months, the
price has remained just over 10d.,
and this at a period of the year
when one expects normally to see
weak markets. While the crop is
being moved from farmers' hands
into those of the middle men, who
hold the cotton until the spinner
needs it, is the time of hedge selling
and big into sight figures, etc.And yet the price has remained
steady.Now we are approaching the
period of the year when, as the
cotton is taken by the Trade, the
stock of futures contracts automa-
tically diminishes with the lifting
of hedges. We are also at a time
when we should begin to hear of
preparations for the new crop; of
ploughing; of fertilizer sales; of
a prospective increase or decrease
of acreage.But, apart from the fact that
fertilizer sales were, up to the end
of January 20 per cent less than
in the corresponding period last
year, we hear very little talk of
new crop preparations. This is no
doubt due to the extremely cold
and rainy weather, severe sleet and
snow having fallen in the Central
Belt and rain in the East and in
Texas.Doubtless a good season will have
been put into the ground, and the
moisture will store up against any
threatened drought in the summer.
In the meantime, however, the bad
weather has, for the time being,
retarded farm work by about two
weeks.And this year, if unfavourable
news is cabled from the cotton
states, spinners will not find the
usual speculative long interest
ready to furnish them with sales.We may be wrong, but we fancy
the speculative account open in the
market must be very small here,
and even less in New York. The
American public has been concen-
trating on stocks and shares for
some time past and has neglected
cotton as a medium for speculation.We need the prospect of a large
crop to prevent an advance in cot-
ton this Spring, and there are not,
as yet, any indications pointing
that way.

Empire Cotton.

A well-informed authority says
that in parts of the Comra dis-
tricts, a fairly extensive holding
movement is in evidence in view of
the extremely low prices ruling for
lower grade Comras.Commenting on the final Indian
Government crop estimate of
25,375,000 acres, compared with
25,812,000 last year, and of 5,900,000
bales, the same authority says that
owing to the heavy frost which
occurred in the early part of this
month, the Government estimate of
the yield excludes Gujarat entirely.
This is a district which produces
approximately 750,000 bales of
Dholera-Bhannagar, Broach and
Surati cotton. If the probable pro-
duction in the Gujarat is included,
the Government figure works out
about 440,000 bales larger than the
corresponding estimate last season
or about 75,000 bales less than the
third Government forecast of
December 30, 1928.Latest advices from Bombay state
that work has been resumed at all
the local mills, but production is
limited owing to the absence of
many operatives.

Egyptian Cotton.

It is estimated that production
throughout the Egyptian section
will now be about 75 per cent of
full capacity. A number of firms
spinning Egyptian cotton are not
members of the Bolton Master
Spinners' Association, and all these
mills will not fall into line.Trading is now permitted in the
new contract for "Sakellaris and
Sudan Cotton" from January 1930
and onwards and also in the new
contract for "Upper and or similar
varieties of Cotton grown in Egypt,
including Pilon Cotton" from
February 1930 and onwards. The
unit of contract is 33 bales.NEW YORK STOCK
QUOTATIONS.

Market Strong.	Business done, 5,244,200 Shares.
Previous Latest	Price.
Allagheny Corporation	30 1/2
Allied Chem. & Dye (Com.)	27 1/2
American Can. (Com.)	113 1/2
American Steel	109 1/2
American Tel. & Tel. (Com.)	209 1/2
American Tobacco Co.	163 1/2
Armour & Co. (Ill.)	124 1/2
Armour & Co. (Ill.)	76 1/2
Armstrong Copper	123 1/2
Atlas Copper	58 1/2
Atlantic Refining (Com.)	58 1/2
Baltimore & Ohio	120 1/2
Bethlehem Steel (Com.)	30 1/2
Calumet & Hecla	45 1/2
Canadian Pacific Railway	51 1/2
Chrysler	57 1/2
Consolidated Gas & N.Y.	100 1/2
Continental Diamond Fibre	20 1/2

WILLIAM FOX
presents

Don't Marry

A charming romance of a
modern flapper who
proves that it is easier to
give advice than
to take it!LAUGHS
GALORE!

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"THE QUEEN
OF MYSTERY."AT THE
QUEEN'SFINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A GREAT SPECTACLE OF STAGE LIFE!

A thrilling story of three beautiful chorus girls and
of their adventures in the night life of a big city!

SALLY, IRENE & MARY

with

SALLY O'NEIL

JOAN CRAWFORD, CONSTANCE BENNETT

AT THE
WORLD TO-DAY & TO-MORROW
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

JACKIE COOGAN

AT THE
STAR TO-DAY & TO-MORROW
At 5.30 Only.

9.15—THE BANVARD MUSICAL COMEDY CO.—9.15

BALLANTINE'S

in use for almost 100 years.

Established 1827.

By Appointment to

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Queen Victoria

and

His Majesty King George V.

PURE SCOTCH LIQUEUR
WHISKY

10 years old.

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& SON, LTD.

GLASGOW AND LONDON.

DISTILLED IN SCOTLAND

If you want a really first class
Scotch Whisky at a reasonable price,
you can have no better than
Ballantine's Liqueur Whisky. It is
excellent.The French Store
Beaconsfield Arcade.

CONSIGNEE NOTICES.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE Motor Vessel "AFRIKA"
having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, 1929, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Aitken on the 6th April, 1929, at 10 a.m.

All Claims against the Vessel must be presented to the Underwriter before the 14th April, 1929, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 2nd Apr., 1929. [7601]

JOHN MANNERS & CO., LTD.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE Motorship "AFRIKA"
having been aground in the River Elbe on her inward voyage to Hamburg, Consignees of Cargo by her are hereby notified that a General Average has been declared in respect of Cargo loaded at Ports previous to Hamburg. It is, therefore, necessary for Average Bonds to be signed and a deposit of 10% to be paid on the market value of the Goods on arrival.

The apparently sound Cargo having arrived by the same vessel, Consignees are notified that any damaged Cargo will be surveyed by Messrs. Anderson & Aitken on Saturday, the 6th April, 1929, at 10 a.m.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'s
STEAMER "LAHORE."

ARRIVED HONG KONG ON
25th MARCH, 1929.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 18th April, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th April, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 18th April, 1929, or they will not be recognized.

NOTICE TO CONSIGNEES.

AMERICAN & MANHATTAN
LINE.

FROM NEW YORK, BALTIMORE, PHILADELPHIA, NORFOLK, MARSEILLES.

THE Steamship "CITY OF RHODES"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th April, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 13th April, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 30th Mar., 1929. [7595]

ON SALE.

BOUND VOLUMES of the
HONG KONG WEEKLY
PRESS, January to June, 1928.

With Index, Price—\$7.50.

On Sale at the Hong Kong Daily Press Office.

CONSIGNEE NOTICES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "LAOMEDON"
FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd April.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 2nd April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

2nd April, 1929. [7598]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "HECTOR"
FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 3rd April.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 23rd April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

3rd April, 1929. [7603]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

FROM LEITH, DUNKIRK, LONDON AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and of from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 1st Apr., 1929. [7597]

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AUSTRALIEN"

loading on or about
2nd April

For

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. COFFINBERG, ETC.

M.V. "Chile" ... 18th April

M.S. "Afrika" ... 31st Mar.

M.V. "Malaya" ... 18th Apr.

M.S. "Siam" ... 23rd May

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

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Telephone C. 4072.

ENGLAND'S SUPERB
RUGGER GAME.THRILLING STRUGGLE
AGAINST FRANCE.

[THROUGH REUTER'S AGENCY.]

London, April 1.

England gave a superb exhibition at the Colombes Stadium, Paris, to-day in the Rugger International, defeating France before a crowd of forty thousand by 16 points (two goals, two tries) to 3 points (two tries).

The weather was fine, and the match produced one of the most thrilling struggles ever seen in France. The French players went off with a rush which threatened to overwhelm the visitors, but England survived a bad period by strenuous efforts, and eventually got on top. England's three-quarters were brilliant, Arvold, the Cambridge Blue, being the outstanding player in a fine line. The forwards also played grandly.

Gummer Scores.

There were thrills from the start. Within five minutes, during a severe onslaught by the Frenchmen, Ribere snapped up a pass and burst clean through England's defence in a strong swerving run. France failed to convert from an awkward position.

England responded magnificently, and within two minutes were on terms. Arvold cut through from the halfway line and when pressed passed to Norris, who was beaten for speed, but forced the ball over for Gummer to touch down for an unconverted try.

Reeve's Great Effort.

The next fifteen minutes saw England engaged in a desperate struggle against determined attacks by the French. England were penned in their own half for this period.

The change was sensational. Reeve secured and burst clean through, running brilliantly for half the length of the field. He was brought down by a superb tackle within two yards of the line, but Richards had been following up closely and he snapped up the ball and scored wide out. Stanbury converted with an excellent effort.

Half-time: England 8 points; France 3 points.

Forwards' Grand Work.

On resumption, England had a greater share of the play. The English forwards did extremely well in the loose, and there was constant danger of a breakaway.

A scrum for a "knock-on" set England's backs going and Aslett drew the French defence before transferring to Arvold, who raced along the touch-line, and scored between the posts. Stanbury converted.

Ten points in arrears, France made another determined onslaught, and Houdet crossed in the corner following a clever passing movement. Behoteguy failed to convert.

The match was well won at this stage, but England were to score another try. Following a scrum near the halfway line, Periton faced a French defender when the latter was about to punt the ball up the field. Periton received the ball full in the face. It bounced ahead of him and he picked up smartly and ran fully forty yards to score wide out. Stanbury failed to convert.

The final score was: England 16 points; France 6 points.

STEAMER ASHORE.

"FUSHAN" BEACHED ON THE
YANGTZE.

A naval wireless message received yesterday states that the s.s. Fushan, which flies the German flag, hit the rocks at Hsin Lung Tan and has been beached at Hsiao Chang, 23 miles below Wanshan.

HONG KONG POLICE
RESERVE.

[ORDERS BY HON. MR. T. H. KING,
ACTING CAPTAIN SUPERINTENDENT
OF POLICE.]

Chinese Company.

STRENGTH.

Constable R33 Chang Sam Chong is dismissed from the Force as from March 21, 1929.

"FIRST AID TO THE INJURED."
Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday, April 3, at 5.30 p.m. sharp.

SIGNALLING.
The Signalling Squad will attend at the Company's Headquarters for practice in Morse and Semaphore under Crown Sergeant B15 Ow Yeung Kin Hong on Wednesday, April 3, at 6.30 p.m. sharp.

ANNUAL EXAMINATION IN PART II.
The examination in Part II. of Training Course will continue at the Company's Headquarters on Thursday, April 4, at 5.30 p.m. sharp under Chief Inspector H. J. Paterson, Principal of the Police Training School.

Indian Company.

PARADE.
All ranks of the Indian Company will parade at Police Headquarters on Tuesday, April 18, for drill under Sergeant Condon. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, belt and cap without cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.
The weekly instructional patrol of the Kowloon Section will take place on Tuesday, April 2, Fall in at the Tsimtsatui Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform.

Sharpshooters' Company.
The next revolver practice will take place on Kennedy Road Range on Sunday, April 7, at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolvers.

(Sd.) W. KERRY, A.S.P.,
Adjutant.

Hong Kong, April 2, 1929.

NAVAL MOVEMENTS.

"DARTMOUTH'S" RETURN TO
ENGLAND.

H.M.S. Dartmouth, Cleopatra and Carysfort are expected to arrive in Hong Kong on April 8 with Royal Naval drafts for the China Station. The programme for the return of Dartmouth to England is as follows:—

Arrive	Leave
Hong Kong	April 8
Singapore	April 18
Colombo	May 3
Aden	May 13
Port Said	May 23
Malta	May 28
Gibraltar	June 1
Portsmouth	June 4

H.M.S. Bridgewater and Sandwich, the new sloops for the China Station, are due to arrive here from Home on or about June 7.

H.M.S. Fougloffe left Singapore on Monday, and H.M.S. Bluebell arrived at Penang.

A
COMPREHENSIVE AND COM-
PLETE REPORT

of the

NEWS OF THE FAR EAST

is given in the

"HONG KONG
WEEKLY
PRESS,"

with which is incorporated

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any part of the world—\$15.

President Liner
SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunline Belt via Honolulu
Fortnightly sailings on Tuesdays

From	To	Day	Time
Pres. Lincoln	San Francisco	Tues.	Apr. 9th
Pres. Madison	Los Angeles	Tues.	Apr. 23rd
Pres. Jackson	San Francisco	Tues.	May 7th
Pres. McKinley	Los Angeles	Tues.	May 21st

Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

From	To	Day	Time
Pres. Monroe	Europe	Sun.	Apr. 7th, 8 a.m.
Pres. Wilson	Europe	Sun.	Apr. 21st, 8 a.m.
Pres. Van Buren	Europe	Sun.	May 5th, 8 a.m.
Pres. Hayes	Europe	Sun.	May 19th, 8 a.m.
Pres. Pierce	Europe	Sun.	May 26th, 8 p.m.

To Manila
Pres. Cleveland Apr. 9th, 6 p.m.
Pres. Madison Apr. 13th, 6 p.m.
Pres. Pierce Apr. 23rd, 6 p.m.

For Bookings, Passenger and Freight Information apply to
PEDDER BUILDING, Ground Floor.
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

CANTON BRANCH—4, SEA KEE STREET.

Dollar Steamship Line
and
American Mail Line

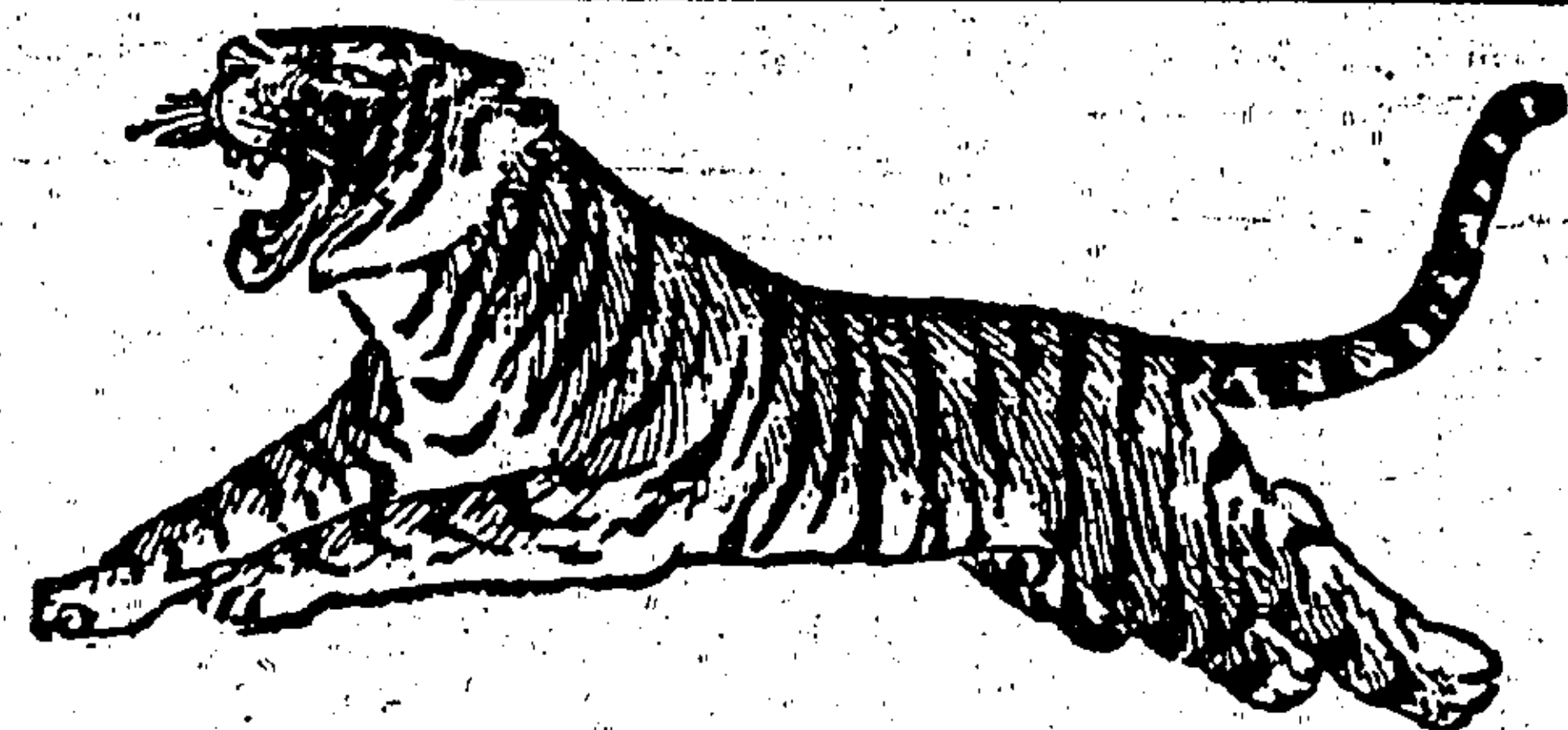
AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE and ADELAIDE via MANILA, ILOILO, SANDAKAN, BALKIPAPAN and RABAU.

S.S. "CHRONOS" sails on or about ... 9th April

For Freight and Passages, Apply to:—
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Queen's Building. Tel. Central 1030.



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure—of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business, or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unequalled in curing the above diseases. The great demand for this BALM, which runs to MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET
IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Large Pots	...	60 cents.
Small Pots	...	25 cents.

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man and you return home, trying to exact your "Pound of Flesh" from your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins, and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

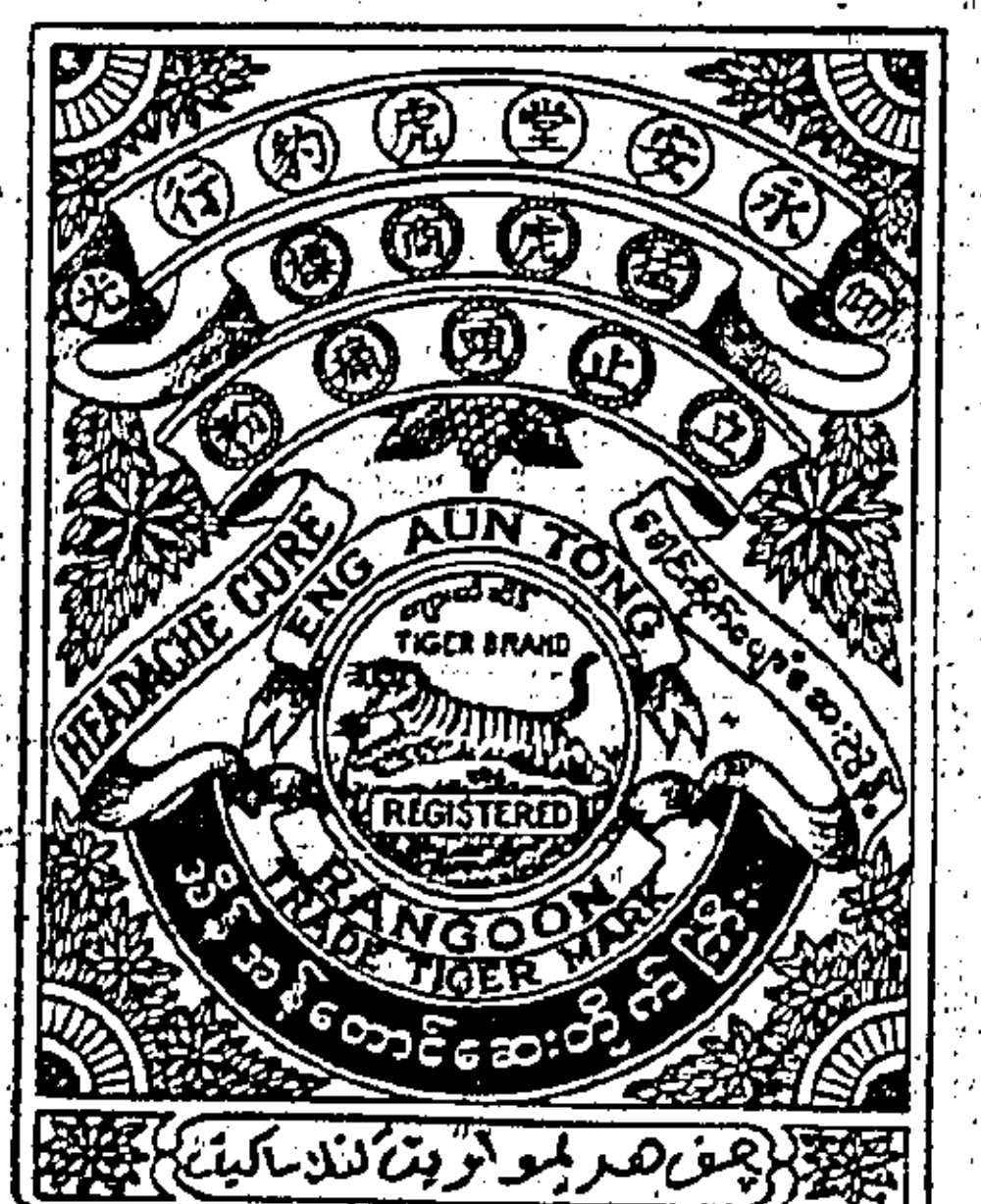
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WHEN OCCASION ARISES.

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THE TIGER MEDICAL HALL
HEAD OFFICE IN RANGOON, BURMA.

BRANCH OFFICES:—
HONG KONG—20, Bonham Strand, East.
SINGAPORE, SHANGHAI, SWATOW.



ADVERTISED SAILINGS FROM HONG KONG.

EXPECTED ARRIVALS AND MOVEMENTS.

ARRIVALS.

ALEXANDRIA.

Pres. Monroe, Dollar, Apr. 7.
Pres. Wilson, Dollar, Apr. 21.

AMOI.

Haining, Douglas, Apr. 5.
Tjilboet, J.C.J.L., Apr. 6.
Antung, B. & S., Apr. 8.
Haining, Douglas, Apr. 9.
Tjikarang, J.C.J.L., Apr. 12.
Takada, P. & O., Apr. 13.
Anking, B. & S., Apr. 15.
Namsang, Jardine's, Apr. 17.
Hosang, Jardine's, Apr. 20.

ANTWERP.

Padua, P. & O., Apr. 4.
Hakusan Maru, N.Y.K., Apr. 6.
Chile, Manners, Apr. 13.
Kitano Maru, N.Y.K., Apr. 20.

AUSTRALIAN PORTS.

Chronos, Dodwell's, Apr. 9.
Changste, Butterfield, Apr. 16.
Aki Maru, N.Y.K., Apr. 24.

BALTI PORTS.

Saarbruecken, Melchers, Apr. 10.
Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.
Coblenz, Melchers, May 4.

BALTIMORE.

Laomedon, Bank, Apr. 10.

BANGKOK.

Kiangsu, B. & S., Apr. 7.
Kaying, B. & S., Apr. 14.

BELAWAN DELI.

Cremer, J.C.J.L., Apr. 11.
Dessau, Melchers, Apr. 22.
Coblenz, Melchers, May 4.

BOMBAY.

Awa Maru, N.Y.K., Apr. 11.
Nalders, P. & O., Apr. 13.
Mirzapore, P. & O., Apr. 16.
Karmala, P. & O., Apr. 20.
Alipore, P. & O., Apr. 24.
Mantua, P. & O., Apr. 27.
Bengal Maru, N.Y.K., Apr. 27.

BOSTON.

Pres. Monroe, Dollar, Apr. 7.
Laomedon, Bank, Apr. 10.
Malayan Prince, Furness, Apr. 14.
Toba Maru, N.Y.K., Apr. 19.
Pres. Wilson, Dollar, Apr. 21.

BREMEN.

Saarbruecken, Melchers, Apr. 10.
Dessau, Melchers, Apr. 22.

BRINDISI.

Viminale, Dodwell's, Apr. 7.
Duchessa d'Aosta, D'well's, Apr. 20.
Esquilino, D'well's, Apr. 30.

CALCUTTA.

Genoa Maru, N.Y.K., Apr. 8.
Gambada, B.I., Apr. 10.
Yuenang, Jardine's, Apr. 13.
Sanchia, B.I., Apr. 17.
Tilawa, B.I., Apr. 21.
Takliwa, B.I., Apr. 21.

CEBU.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.
Everett, States S.S., Apr. 18.
Pennsylvania, States S.S., Apr. 19.

CHEFOO.

Huichow, B. & S., Apr. 4.
Kweichow, B. & S., Apr. 13.

COLOMBO.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Viminale, Dodwell's, Apr. 7.
Porthos, M.M., Apr. 9.
Saarbruecken, Melchers, Apr. 10.
Awa Maru, N.Y.K., Apr. 11.
Nalders, P. & O., Apr. 13.
Burgenland, Jansen, Apr. 16.
Mirzapore, P. & O., Apr. 16.
Antenor, B.F., Apr. 17.
Karmala, P. & O., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.
Chenonceaux, M.M., Apr. 21.
Dessau, Melchers, Apr. 22.
Alipore, P. & O., Apr. 24.
Bengal Maru, N.Y.K., Apr. 27.
Mantua, P. & O., Apr. 27.
Glenshiel, Jardine's, May 1.

COPENHAGEN.

City of Khartoum, Bank, Apr. 8.
Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.

DALNY.

Ruhr, Jansen, Apr. 5.
Tjilboet, J.C.J.L., Apr. 6.
Kandow, B. & S., Apr. 7.
Coblenz, Melchers, Apr. 12.
Vogtland, Jansen, Apr. 19.

DUTCH PORTS.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Saarbruecken, Melchers, Apr. 10.
Chile, Manners, Apr. 13.
City of Khartoum, Bank, Apr. 13.
Burgenland, Jansen, Apr. 16.
Antenor, B.F., Apr. 17.
Kitano Maru, N.Y.K., Apr. 20.
Mantua, P. & O., Apr. 27.
Menelaus, B.F., Apr. 30.
Glenshiel, Jardine's, May 1.
Hector, B.F., May 15.

FOOCHOW.

Haining, Douglas, Apr. 5.
Haining, Douglas, Apr. 9.

GENOA.

Leverkusen, Jansen, Apr. 5.
Pres. Monroe, Dollar, Apr. 7.
Saarbruecken, Melchers, Apr. 10.
Burgenland, Jansen, Apr. 16.
Lima Maru, N.Y.K., Apr. 19.
Euryades, B.F., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.

GLASGOW.

Antenor, B.F., Apr. 17.
Euryades, B.F., Apr. 20.
Hector, B.F., May 15.

GOTHENBURG.

Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.

HAIPHONG AND HOIHOW.

Canton, M.M., Apr. 4.
Tonkin, M.M., Apr. 9.
Kwaiyang, B. & S., Apr. 10.
Tean, B. & S., Apr. 20.

HAMBURG.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Saarbruecken, Melchers, Apr. 10.
Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.
City of Khartoum, Bank, Apr. 13.
Burgenland, Jansen, Apr. 16.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.
Chenonceaux, M.M., Apr. 23.
Dessau, Melchers, Apr. 22.
Menelaus, B.F., Apr. 30.
Glenshiel, Jardine's, May 1.

HAVRE.

Chile, Manners, Apr. 13.
Euryades, B.F., Apr. 20.

HONOLULU.

Tenyo Maru, N.Y.K., Apr. 3.
Pres. Lincoln, Dollar, Apr. 9.
Emp. of France, C.P.S., Apr. 17.
Korea Maru, N.Y.K., Apr. 19.
Rakuyo Maru, N.Y.K., Apr. 23.
Pres. Madison, Dollar, Apr. 23.
Emp. of Russia, C.P.S., May 1.
Shinyo Maru, N.Y.K., May 1.

ILOILO.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.
Chronos, Dodwell's, Apr. 9.
Everett, States S.S., Apr. 18.
Pennsylvania, States S.S., Apr. 19.

JAPAN PORTS.

Tenyo Maru, N.Y.K., Apr. 3.
Diomed, B.F., Apr. 4.
Ruh, Jansen, Apr. 5.
Nagano Maru, N.Y.K., Apr. 5.
Yokohama Maru, N.Y.K., Apr. 6.
Athos II, M.M., Apr. 9.
Pres. Lincoln, Dollar, Apr. 9.
Emp. of France, C.P.S., Apr. 10.
Takliwa, B.I., Apr. 10.
Kalyan, P. & O., Apr. 10.
Nalders, P. & O., Apr. 10.
Coblenz, Melchers, Apr. 12.
Toba Maru, N.Y.K., Apr. 12.
Kalyan, P. & O., Apr. 12.
Asphalion, B.F., Apr. 13.
Glenghiel, Jardine's, Apr. 13.
Takada, P. & O., Apr. 17.
Jeppore, P. & O., Apr. 15.
Katori Maru, N.Y.K., Apr. 15.
Aratara, E. & A., Apr. 18.
Pres. Cleveland, Dollar, Apr. 18.
Rosandra, Dodwell's, Apr. 18.
Korea Maru, N.Y.K., Apr. 17.
Namsang, Jardine's, Apr. 17.
City of Glasgow, Bank, Apr. 18.
Rakuyo Maru, N.Y.K., Apr. 18.
Toyohashi Maru, N.Y.K., Apr. 19.
Vogtland, Jansen, Apr. 20.
Tathylbus, B.F., Apr. 22.
Delhi, Gilman's, Apr. 22.
Toyama Maru, N.Y.K., Apr. 22.
D'Artagnan, M.M., Apr. 23.
Pres. Madison, Dollar, Apr. 23.
Pelcus, B.F., Apr. 24.
Romolo, Dodwell's, Apr. 25.
Hosang, Jardine's, Apr. 26.
Talamba, B.I., Apr. 28.
Porthos, Jardine's, Apr. 29.
Duisberg, Jansen, Apr. 29.
Pembroke, Jardine's, Apr. 29.
Pres. Pierce, Dollar, Apr. 30.
Talm, B.I., Apr. 30.
Emp. of Russia, C.P.S., May 1.
Shinyo Maru, N.Y.K., May 1.

KANTO.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.
Chronos, Dodwell's, Apr. 9.
Everett, States S.S., Apr. 18.
Pennsylvania, States S.S., Apr. 19.

KATOW.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.
Everett, States S.S., Apr. 18.
Pennsylvania, States S.S., Apr. 19.

KATOW.

Huichow, B. & S., Apr. 4.
Kweichow, B. & S., Apr. 13.

KATOW.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Viminale, Dodwell's, Apr. 7.
Porthos, M.M., Apr. 9.
Saarbruecken, Melchers, Apr. 10.
Awa Maru, N.Y.K., Apr. 11.
Nalders, P. & O., Apr. 13.
Burgenland, Jansen, Apr. 16.
Mirzapore, P. & O., Apr. 16.
Antenor, B.F., Apr. 17.
Karmala, P. & O., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.
Chenonceaux, M.M., Apr. 21.
Dessau, Melchers, Apr. 22.
Alipore, P. & O., Apr. 24.
Bengal Maru, N.Y.K., Apr. 27.
Mantua, P. & O., Apr. 27.
Glenshiel, Jardine's, May 1.

KATOW.

City of Khartoum, Bank, Apr. 8.
Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.

KATOW.

Ruhr, Jansen, Apr. 5.
Tjilboet, J.C.J.L., Apr. 6.
Kandow, B. & S., Apr. 7.
Coblenz, Melchers, Apr. 12.
Vogtland, Jansen, Apr. 19.

KATOW.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Saarbruecken, Melchers, Apr. 10.
Chile, Manners, Apr. 13.
City of Khartoum, Bank, Apr. 13.
Burgenland, Jansen, Apr. 16.
Antenor, B.F., Apr. 17.
Kitano Maru, N.Y.K., Apr. 20.
Mantua, P. & O., Apr. 27.
Menelaus, B.F., Apr. 30.
Glenshiel, Jardine's, May 1.
Hector, B.F., May 15.

KATOW.

Haining, Douglas, Apr. 5.
Haining, Douglas, Apr. 9.

MANTUA.

Texas, States S.S., Apr. 3.
Leverkusen, Jansen, Apr. 5.
Pres. Monroe, Dollar, Apr. 7.
Golden Dragon, S.S.S., Apr. 8.
Pres. Cleveland, Dollar, Apr. 9.
Chronos, Dodwell's, Apr. 9.
Tjilboet, J.C.J.L., Apr. 10.
Loomedon, Bank, Apr. 10.
Saarbruecken, Melchers, Apr. 10.
Pres. Madison, Dollar, Apr. 13.
Burgenland, Jansen, Apr. 16.
Everett, States S.S., Apr. 18.
Changste, B. & S., Apr. 18.
Emp. of Russia, C.P.S., Apr. 19.
Pennsylvania, States S.S., Apr. 19.
Pres. Wilson, Dollar, Apr. 21.
Pres. Pierce, Dollar, Apr. 23.
Aki Maru, N.Y.K., Apr. 24.
Tjitaroom, J.C.J.L., Apr. 24.
Pres. Jackson, A.M.L., Apr. 27.

MARSEILLES.

Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Porthos, M.M., Apr. 9.
Nalders, P. & O., Apr. 13.
Chile, Manners, Apr. 13.
Burgenland, Jansen, Apr. 16.
Mirzapore, P. & O., Apr. 16.
Antenor, B.F., Apr. 17.
Lima Maru, N.Y.K., Apr. 19.
Karmala, P. & O., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.
Dessau, Melchers, Apr. 22.
Chenonceaux, M.M., Apr. 23.
Dessau, Melchers, Apr. 22.
Menelaus, B.F., Apr. 30.
Hector, B.F., May 15.

NAPLES.

Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Kitano Maru, N.Y.K., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.

NEW YORK, BOSTON, etc.

Pres. Monroe, Dollar, Apr. 7.
Laomedon, Bank, Apr. 10.
Toba Maru, N.Y.K., Apr. 12.
Malayan Prince, Furness, Apr. 14.
Pres. Wilson, Dollar, Apr. 21.

NORTH OCEAN.

Huichow, B. & S., Apr. 4.
Ruh, Jansen, Apr. 5.
Tjilboet, J.C.J.L., Apr. 6.
Coblenz, Melchers, Apr. 12.
Franken, Melchers, Apr. 19.

ORAN.

Saarbruecken, Melchers, Apr. 10.
Dessau, Melchers, Apr. 22.

OSLO.

Sumatra, Gilman's, Apr. 21.

PANAMA.

Toba Maru, N.Y.K., Apr. 12.
Rakuyo Maru, N.Y.K., Apr. 19.

PENANG.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Genoa Maru, N.Y.K., Apr. 8.
Cremer, J.C.J.L., Apr. 11.
Yuenang, Jardine's, Apr. 11.
Awa Maru, N.Y.K., Apr. 11.
Nalders, P. & O., Apr. 13.
Mirzapore, P. & O., Apr. 16.
Santhia, B.I., Apr. 17.
Karmala, P. & O., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Tilawa, B.I., Apr. 21.
Dessau, Melchers, Apr. 22.
Talamba, B.I., Apr. 24.
Mantua, P. & O., Apr. 27.
Bengal Maru, N.Y.K., Apr. 27.
Mantua, P. & O., Apr. 27.
Takliwa, B.I., May 3.

PLYMOUTH.

Nalders, P. & O., Apr. 13.
Mantua, P. & O., Apr. 27.

PORTLAND.

Michigan, States S.S., Apr. 6.
New York, States S.S., Apr. 20.

RABAU.

Chronos, Dodwell's, Apr. 9.
Bremerhaven, Melchers, Apr. 10.

RANGHON.

Genoa Maru, N.Y.K., Apr. 8.

SAIGON.

G'den Dragon, States S.S., Apr. 5.
Porthos, M.M., Apr. 9.
Chenonceaux, M.M., Apr. 23.

SANDAKAN.

Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

SAN FRANCISCO.

Tenyo Maru, N.Y.K., Apr. 3.
Michigan, States S.S., Apr. 6.
Pres. Lincoln, Dollar, Apr. 9.
Toba Maru, N.Y.K., Apr. 12.
Golden Peak, States S.S., Apr. 13.
Korea Maru, N.Y.K., Apr. 17.
Rakuyo Maru, N.Y.K., Apr. 19.
New York, States S.S., Apr. 20.
Pres. Madison, Dollar, Apr. 23.
Shinyo Maru, N.Y.K., May 1.

SCANDINAVIAN PORTS.

Chile, Manners, Apr. 13.
Sumatra, Gilman's, Apr. 21.

SEATTLE.

Yokohama Maru, N.Y.K., Apr. 8.
Pres. Cleveland, Dollar, Apr. 16.
Tathylbus, B.F., Apr. 20.
Toyama Maru, N.Y.K., Apr. 22.
Pres. Pierce, Dollar, Apr. 23.
Emp. of Russia, C.P.S., May 1.
Ixiom, B.F., May 11.

SHANGHAI.

Tenyo Maru, N.Y.K., Apr. 3.
Fooking, Jardine's, Apr. 3.
Esquilino, Dodwell's, Apr. 4.

SHANGHAI—(Continued).

Lushan Maru, N.Y.K., Apr. 4.
Chenan, B. & S., Apr. 4.
Ruh, Jansen, Apr. 5.
Nagano Maru, N.Y.K., Apr. 5.
Hopsang, B. & S., Apr. 7.
Kandow, B. & S., Apr. 7.
Suiyang, B. & S., Apr. 7.
Athos II, M.M., Apr. 9.
Shantung, B. & S., Apr. 9.
Emp. of France, C.P.S., Apr. 10.
Nanking, Gilman, Apr. 10.
Yathling, Jardine's, Apr. 10.
Ningpo, B. & S., Apr. 11.
Toba Maru, N.Y.K., Apr. 12.
Coblenz, Melchers, Apr. 12.
Tjikarang, J.C.J.L., Apr. 12.
Kalyan, P. & O., Apr. 12.
Asphalion, B.F., Apr. 13.
Glenghiel, Jardine's, Apr. 13.
Hangsang, Jardine's, Apr. 13.
Jeppore, P. & O., Apr. 15.
Katori Maru, N.Y.K., Apr. 15.
Pres. Cleveland, Dollar, Apr. 18.
Rosandra, Dodwell's, Apr. 18.
Korea Maru, N.Y.K., Apr. 17.
City of Glasgow, Bank, Apr. 18.
Glenghiel, B.F., Apr. 19.
Toyohashi Maru, N.Y.K., Apr. 19.
Franken, Melchers, Apr. 19.
Tathylbus, B.F., Apr. 20.
Vogtland, Jansen, Apr. 20.
Delhi, Gilman's, Apr. 22.
Toyama Maru, N.Y.K., Apr. 22.
Pres. Madison, Dollar, Apr. 23.
Pelcus, B.F., Apr. 24.
Talamba, P. & O., Apr. 24.
Romolo, Dodwell's, Apr. 25.
Dardanus due from Japan May 1.
Dardanus due from Amoy Apr. 2.
Deli Maru due from Amoy Apr. 2.
Delta due from Singapore May 9.
Diomed due from Singapore Apr. 2.
Duchessa d'Aosta due from Japan Apr. 18.
Duisberg due from Europe Apr. 29.
Emp. of France left for Manila Mar. 23.
Emp. of Asia due from Shanghai May 8.
Emp. of Russia due from Vancouver Apr. 19.
Eurypylus due from Shanghai Apr. 20.
Euryades due from Shanghai Apr. 20.
Esquilino due from Trieste about Apr. 1.
Franken due from Europe Apr. 19.
Gambada due from Japan Apr. 8.
Gambada due from Japan Apr. 8.
Genoa Maru due from Japan Apr. 7.
Glancus due from Singapore Apr. 19.
Glenghiel due from Japan May 1.
Glenghiel due from London Apr. 13.
Glengarry due from Shanghai Apr. 3.
Hakusan Maru due from Shanghai Apr. 5.
Haruna Maru due from Japan Apr. 19.
Hector due from Liverpool Apr. 2.
Hinsang due from Sandakan Apr. 13.
Hozan Maru due from Sydney Mar. 3.
Ichio Maru due from Japan Apr. 30.
Ixiom due from Japan Apr. 30.
Jeppore due from London Apr. 14.
Kalyan due from Singapore Apr. 11.
Kamo Maru left for Shanghai Apr. 1.
Kanagawa Maru due from Japan Apr. 4.
Karmala due from Shanghai Apr. 20.
Katori Maru due from Singapore Apr. 14.
Kidderpore due from Singapore Apr. 2.
Kitano Maru due from Japan Apr. 20.
Korea Maru due from San Francisco Apr. 8.
Koye Maru left for Kobe Mar. 28.
La Plata Maru due from Shanghai Apr. 25.
Laomedon due from Shanghai Apr. 10.
Leverkusen due from Japan Apr. 3.
Lima Maru due from Japan Apr. 13.
Malacca Maru left for Keelung Mar. 29.
Mantua due from Shanghai Apr. 27.
Maybashi Maru left for Shanghai Mar. 28.
Medon due from Apr. 24.
Menado Maru due from Haiphong Apr. 6.
Menelaus due from Tokyo Apr. 30.
Mirzapore due from Japan Apr. 16.
Morea due from London Apr. 25.
Nagano Maru due from Singapore Apr. 6.
Nagpore due from Shanghai Apr. 4.
Nalders due from Singapore Apr. 13.
Nam Sang due from Singapore Apr. 17.
Nanking due from Antwerp Apr. 29.
Oldenburg due from Europe May 29.
Padua due from Japan Apr. 3.
Panama Maru due from Singapore May 20.
Paris Maru due from Singapore Mar. 23.
Pelcus due from Singapore Apr. 24.
Perim due from Singapore May 6.
Perseus due from Singapore Apr. 23.
Pres. Cleveland due from San Francisco Apr. 8.
Pres. Garfield left for Marseilles Mar. 9.
Pres. Grant left for Shanghai Apr. 1.
Pres. Jefferson left for Shanghai Mar. 20.

SINGAPORE.

Glengarry, Jardine's, Apr. 3.
Padua, P. & O., Apr. 4.
Leverkusen, Jansen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Antung, B. & S., Apr. 8.
Genoa M.M., Apr. 8.
Porthos, M.M., Apr. 9.
Kwai Yang, B. & S., Apr. 10.
Saarbruecken, Melchers, Apr. 10.
Cremer, J.C.J.L., Apr. 11.
Awa Maru, N.Y.K., Apr. 11.
Yuenang, Jardine's, Apr. 13.
Mirzapore, P. & O., Apr. 13.
Nalders, P. & O., Apr. 13.
Anking, B. & S., Apr. 15.
Burgenland, Jansen, Apr. 16.
Antenor, B.F., Apr. 17.
Santhia, B.I., Apr. 17.
Chile, Manners, Apr. 20.
Karmala, P. & O., Apr. 20.
Euryades, B.F., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Tilawa, B.I., Apr. 21.
Dessau, Melchers, Apr. 22.
Chenonceaux, M.M., Apr. 23.
Alipore, P. & O., Apr. 24.
Talamba, B.I., Apr. 24.
Bengal Maru, N.Y.K., Apr. 27.
Mantua, P. & O., Apr. 27.
Menelaus, B.F., Apr. 30.
Glenshiel, Jardine's, May 1.
Takliwa, B.I., May 3.

SOUTH AFRICAN PORTS.

Kanagawa Maru, N.Y.K., Apr. 5.
Tinhov, Bank, Apr. 15.

SOUTH AMERICAN PORTS.

Kanagawa Maru, N.Y.K., Apr. 5.
Rakuyo Maru, N.Y.K., Apr. 19.

SWATOW.

Fooking, Jardine's, Apr. 3.
Chenan, B. & S., Apr. 4.
Lushan Maru, N.Y.K., Apr. 4.
Haining, Douglas, Apr. 5.
Kiangsu, B. & S., Apr. 7.
Suiyang, B. & S., Apr. 7.
Hopsang, Jardine's, Apr. 7.
Antung, B. & S., Apr. 8.

TIENTSIN.

CHINA NAVIGATION

COMPANY, LIMITED.

WHEATON, CHENG & TIENTSIN	"HUICHOW"	On 4th Apr.	8 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 4th Apr.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 7th Apr.	8 a.m.
SHANGHAI, N'CHOW & DALI	"KANCHOW"	On 7th Apr.	8 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 7th Apr.	8 a.m.
SWATOW, AMOY, SWATOW & S'PORE	"ANTUNG"	On 8th Apr.	8 p.m.
AMOY, SHANGHAI & TIENTSIN	"SHANTUNG"	On 9th Apr.	5 p.m.
HONGKONG & SINGAPORE	"KWEITANG"	On 10th Apr.	10 a.m.
SWATOW & SHANGHAI	"NINGPO"	On 11th Apr.	9 a.m.
WHEATON, CHENG & TIENTSIN	"KUEICHOW"	On 13th Apr.	8 a.m.
SWATOW & SHANGHAI	"KAYING"	On 14th Apr.	Noon
SWATOW, AMOY, SWATOW & S'PORE	"ANKING"	On 15th Apr.	5 p.m.
HONGKONG, PAKHOI & HAIKOW	"TEAN"	On 20th Apr.	11 a.m.

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TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	8th July	16th July

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S.S. "LAOMEDON"	via Suez Canal	10th April
S.S. "RHEKONOR"	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	17th May

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M.V. "MALYN PRINCE" ... 14th April

M.V. "ROYAL PRINCE" ... 10th May

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SPRINK	ANDRE LEBON
ANGKOR	G. METZINGER
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G. METZINGER	CHENONCEAUX

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

APRIL 1, 1929.													APRIL 2, 1929.												
STATION	Hour Name Barometer Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WEATHER (Cloudy)	Hour Name Barometer Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND			WEATHER (Cloudy)							
		Inches	Millib.			Direction	Force (Scale 1-10)	Inches			Millib.	Direction			Force (Scale 1-10)										
Wladivostok	12	30.50	774.6	30	...	NNE	3	b	6	30.56	776.1	24	...	...	NW	0	b								
Namuro	11	30.06	763.3	...	...	SSE	4	...	5	30.08	764.0	...	...	...	NW	5	...								
Hokodate	"	30.06	763.5	...	...	SW	1	...	"	30.30	769.5	...	...	...	NNW	1	...								
Tokio	"	30.12	763.0	...	...	NNE	1	...	"	30.24	768.0	...	...	...	ENE	1	...								
Kochi	"	30.13	765.0	...	...	"	0	...	"	30.14	765.5	...	...	...	NW	1	...								
Nagasaki	"	30.14	765.5	...	...	"	1	...	"	30.18	766.5	...	...	...	NE	2	...								
Kagoshima	"	30.10	764.5	...	...	"	1	...	"	30.08	764.0	...	...	...	NNE	1	...								
Oshima	"	30.02	762.5	...	...	"	0	...	"	29.94	760.5	...	...	...	NNE	5	...								
Naha	"	30.00	762.0	...	...	W	1	...	"	29.92	760.0	...	...	...	NNW	6	...								
Ishigakijima	"	30.16	763.5	...	...	"	1	...	"	30.06	763.5	...	...	...	N	1	...								
Bonin Island	"	29.98	761.5	...	...	ENE	1	...	"	29.96	761.0	...	...	...	ESE	1	...								
Chefoo	13	30.44	773.2	44	60	NE	4	b	6	30.45	773.4	34	100	NW	1	b	...								
Shanghai	14	30.33	770.4	55	68	NNE	1	o	"	30.37	771.3	45	77	N	2	o	...								
Guntau	"	30.33	770.4	47	87	NNE	6	o	"	30.37	771.4	44	86	ENE	4	o	...								
Sharp Peak	"	30.10	764.5	60	69	ENE	2	o	"	30.13	765.3	56	75	ENE	2	o	...								
Amoy	"	30.09	764.3	67	64	E	4	o	6	30.14	765.5	58	64	ENE	1	o	...								
Swatow	"	30.09	764.3	64	80	ESE	2	o	"	30.15	765.9	59	83	E	2	o	...								
Taihou	11	30.13	765.3	64	...	NNW	2	o	5	30.08	764.1	59	...	N	2	o	...								
Taihu	"	30.10	764.4	64	...	N	2	o	"	30.05	763.2	61	...	NNE	4	o	...								
Kaohsiung	"	30.06	763.3	81	...	N	2	o	"	30.02	762.6	68	...	NNE	4	o	...								
Pescadores	"	30.12	765.0	68	...	NNE	4	o	"	30.05	763.2	64	...	NE	6	o	...								
Hong Kong	14	30.06	763.5	66	79	E	2	o	6	30.08	764.0	64	69	E	5	o	...								
Gap Rock	"	30.03	762.7	79	...	ENE	5	o	"	30.03	762.7	79	...	ENE	5	o	...								
Macao	"	30.04	762.9	66	87	"	0	o	"	29.98	761.4	64	76	ESE	2	o	...								
Hoihow	"	29.99	761.7	74	83	NE	5	o	"	30.01	762.3	70	87	NE	6	o	...								
Pratas Island	"	30.02	762.6	66	100	NE	1	rf	7	30.06	763.5	63	...	NE	2	of	...								
Phu Lien	15	29.93	760.2	79	...	SSE	2	of	"	29.98	761.4	70	...	WNW	4	od	...								
Tourane	"	29.93	760.2	79	...	SSE	2	of	"	29.98	761.4	70	...	WNW	4	od	...								
Cape St. James	"	29.93	760.2	79	...	NE	4	o	6	29.97	761.1	72	86	NE	4	b	...								
Basco	14	29.89	759.3	84	71	NE	4	o	"	29.93	760.2	75	91	NE	2	b	...								
Apurri	"	29.83	758.1	90	48	N	2	o	"	29.86	758.4	75	86	NNW	1	o	...								
Tuguegarao	"	29.84	757.8	86	61	WNW	4	b	"	29.89	759.3	75	86	NE	2	o	...								
Vigan	"	29.82	757.5	86	61	SW	4	o	"	29.86	758.4	79	85	NNW	1	o	...								
Manila	"	29.81	757.2	90	67	NE	2	o	"	29.86	758.4	79	85	NNW	1	o	...								
Legaspi	"	29.81	757.2	90	67	NE	2	o	"	29.86	758.4	79	85	NNW	1	o	...								
Calbayog	"	29.81	757.2	90	67	NE	2	o	"	29.86	758.4	79	85	NNW	1	o	...								
Tacloban	"	29.78	756.3	90	65	NE	6	b	"	29.85	758.1	75	91	NE	4	o	...								
Iloilo	"	29.78	756.3	90	65	NE	6	b	"	29.85	758.1	75	91	NE	4	o	...								
Cebu	"	29.78	756.3	90	65	NE	6	b	"	29.85	758.1	75	91	NE	4	o	...								
Surigao	"	29.78	756.3	90	65	NE	6	b	"	29.85	758.1	75	91	NE	4	o	...								
Saipan	"	29.73	755.1	76	...	"	5	...	"	29.73	755.1	76	...	"	0	bc	...								
Guam	12.22	29.75	755.7	...	...	NE	4	o	4.22	29.80	756.9	...	...	E	2	o	...								
Yap	11.00	29.76	756.0	...	...	NE	4	o	5	29.80	756.9	...	...	NNE	1	o	...								
Pelew	"	29.79	756.8	80	...	"	...	...	"	29.80	756.9	77	...	SSE	1	bc	...								
Ponape	"	29.79	756.8	80	...	"	...	...	"	29.79	756.8	80	...	E	4	o	...								
Labuan	14	29.80	756.9	86	88	NE	2	b	6	29.82	757.4	78	91	NW	4	b	...								

April 2d. 11h. 10m.—The anticyclone is now central over S. Manchuria and has increased in intensity; a depression is situated S.E. of Naha.

Fresh monsoon will prevail along the coast and over the N. China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 2.02 inches, against an average of 6.86 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 3rd.

District.

Forecast.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 3.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.13	30.04	30.04
Thermometer	66	65	61
Humidity	78	61	61
Wind	...	...	...
Direction	N	E	E
Force	3	3	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature, 1: 56.

Lowest open-air Temperature, 2: 54.

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From April 3 to 9, 1929.

High Water. Low Water.

Days of Week. Date of Month. Time. Height.

Wed. 3 No. infer. High nor low wat.

Thurs. 4 4 49 a 59 m 0 23 1 8

Fri. 5 5 9 8 4 4 m 1 12 1 6

Sat. 6 6 14 4 5 m 1 43 1 4

Sun. 7 7 22 4 8 m 2 13 1 3

Mon. 8 8 30 4 5 m 2 42 1 2

Tues. 9 9 38 4 7 m 2 26 2 5

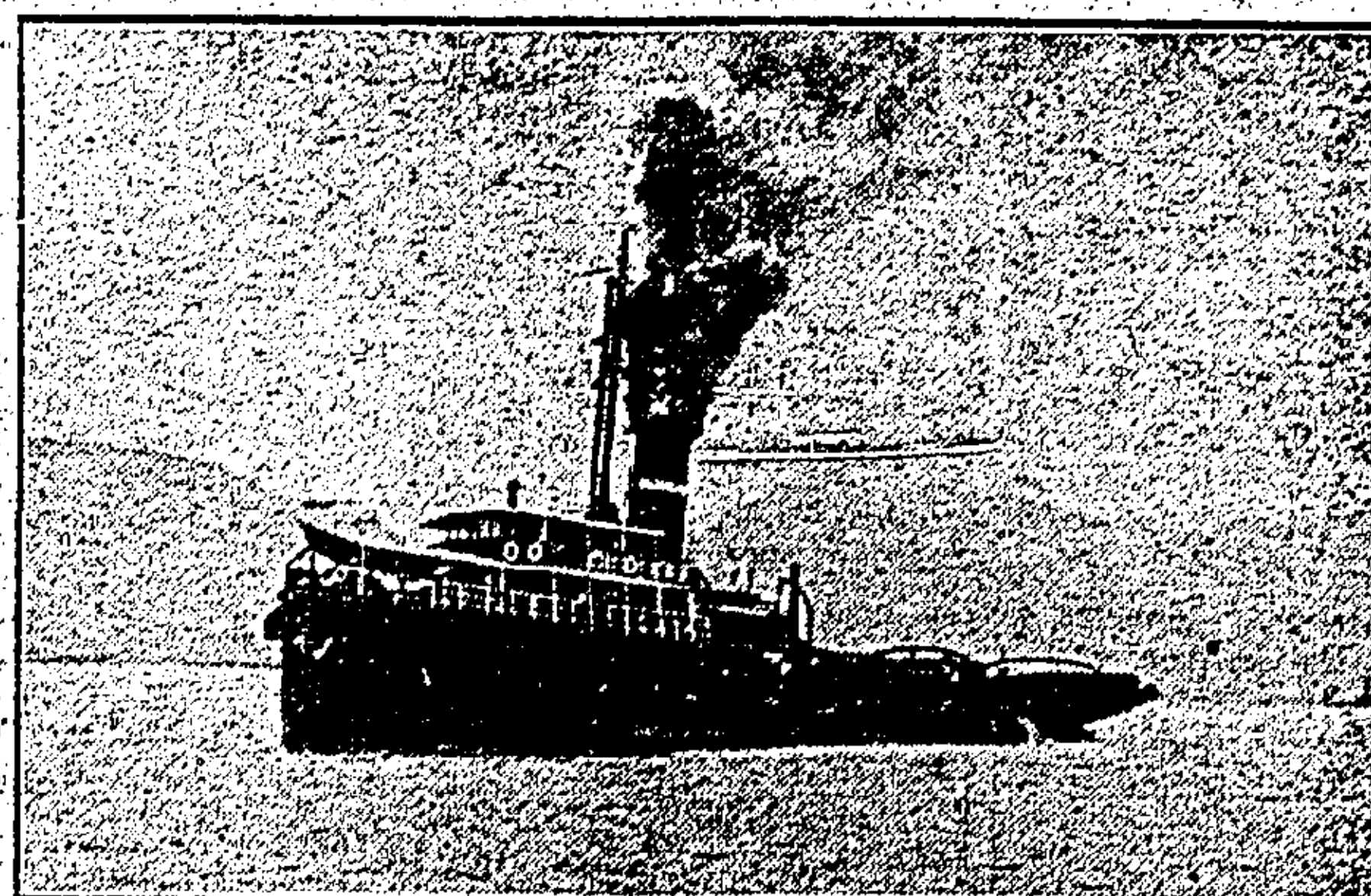
6 25 4 6 6 3 11 1 8

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SAILINGS SUBJECT TO ALTERATIONS

To	Steamer	Date
TSINGTAU via SWATOW & SHANGHAI	"HOPRANG"	Sun. 7th Apr. at 7 a.m.
	"YATSHING"	Wed. 10th Apr. at 7 a.m.
	"HANGSANG"	Sun. 14th Apr. at 7 a.m.
Kobe via AMOY & MOJI	"NAMSANG"	Wed. 17th Apr. at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"HOSANG"	Fri. 26th Apr. at 7 a.m.
STRAITS & CALCUTTA	"YUENSANG"	Satur. 18th Apr. at 10 a.m.
SANDAKAN	"MAUSANG"	Fri. 5th Apr. at 10 a.m.
	"HINSANG"	Satur. 13th Apr. at 10 a.m.
TIENTSIN	"CHIPSING"	Satur. 6th Apr. at Noon
CANTON	"YATSHING"	Thurs. 4th Apr. at 2 p.m.

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Motor Vessel "GLENHIEL"	...	1st May
Motor Vessel "GLENBEG"	...	29th May
Steamship "GLENIFFER"	...	26th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG"	...	13th April
Steamship "PEMBROKESHIRE"	...	28th April
Steamship "GLENIFFER"	...	11th May
Steamship "CARMARTENSHIRE"	...	27th May
Steamship "GLENHANE"	...	14th June

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SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 19	June 22	June 25	June 27	July 6
EMPEROR OF ASIA	July 3	July 6	July 9	July 11	July 20
EMPEROR OF FRANCE	July 17	July 20	July 23	July 25	Aug. 3
EMPEROR OF RUSSIA	Aug. 10	Aug. 13	Aug. 16	Aug. 18	Aug. 27
EMPEROR OF ASIA	Aug. 24	Aug. 27	Aug. 30	Sept. 1	Sept. 10

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Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Apr. 19	Apr. 21	EMPEROR OF RUSSIA	Apr. 28
May 7	May 9	EMPEROR OF ASIA	May 10

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TENYO MARU ... Wednesday, 3rd Apr.

KOBEA MARU ... Wednesday, 17th Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU ... Monday, 8th Apr.

MISHIMA MARU ... Saturday, 6th May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 24th Apr.

KITANO MARU ... Saturday, 20th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th Apr.

KAGA MARU ... Wednesday, 22nd May

ROMBAY via Singapore, Penang & Colombo.

AWA MARU ... Thursday, 11th Apr.

BENGAL MARU ... Saturday, 27th Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Friday, 19th Apr.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Friday, 5th Apr.

NEW YORK via PANAMA.

TORA MARU ... Friday, 19th Apr.

LIVERPOOL via Port Said, Genoa & Marseilles.

LYMA MARU ... Friday, 19th Apr.

CALOUTTA via Singapore, Penang & Rangoon.

GENOA MARU ... Monday, 8th Apr.

SHANGHAI KOBE & YOKOHAMA.

NAGANO MARU (Moji direct) ... Friday, 5th Apr.

KATORI MARU ... Monday, 15th Apr.

TOYOHARU MARU ... Friday, 19th Apr.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,900 TONS;
THROUGH CARGO
23,000 TONS.

During the 24 hours ended at 9 a.m. yesterday the returns to the Harbour Office of cargo carried by vessels arriving in Hong Kong were as follows:—

British	Cargo	H.K.	Through
Calculus, Japan	10	5,000	
Kenilworth, Japan	200	800	
Halvard, Singapore	250		5,800
American		460	
Pica Grant, Manila	387	2,500	
Dutch		587	2,500
Tjisondari, Soerabaya			440
Rantapandjang, Stagen	1,000	2,884	
Cremor, Bel Deli	935	180	
Italian		1,935	3,284
Piave, Vladivostok			4,730
Japanese			4,730
Tacoma Maru, Osaka	633	3,947	
Kamo Maru, M'brong	5,580	369	
Yejum Maru, Dairen	1,900		
Surabaya Maru, Soerabaya	1,017	1,728	
Meikei Maru, Dairen	1,408	2,940	
Portuguese		9,845	8,984
Ka Heng, K.C. Wan	150		
Chinese		150	
Cheung On, Shanmei	5		
Total	12,982	25,088	

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Halvard (Br.) S'pore and	85
Hoihow	
Pica Grant (Am.) Manila	354
Tjisondari (Dutch) Soerabaya and Amoy	359
Cremor (Dutch) Bel Deli and S'pore	2,123
Surabaya Maru (Japanese) Soerabaya and Paoao	30
Cheung On (Chinese) Shanmei	69
Total	3,035

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

British	Arr.	Dept.
American	4	5
Dutch	1	1
Italian	1	1
Japanese	1	1
Portuguese	1	1
Chinese	1	1
Total	16	13

DAILY WATERFRONT NEWS.

An Expensive Visit to the Tilawa.

Nine licensed Chinese hawkers were brought before Comdr. G. F. Hole, R.N., for boarding the s.s. Tilawa without permission.

The accused asked for a remand stating that they wished to consult a lawyer. This was not granted as the magistrate remarked that if they had wanted to do this, they had already had about a week in which to do so before the hearing.

Giving evidence, L/S. Whitty said that he was duty on No. 6 Police Launch at about 5 p.m. on March 28, when he saw the police call hoisted on the Tilawa. On boarding the steamer, the captain asked him to arrest all hawkers on board as they had not been given permission to be there.

The accused admitted this, but said they thought this was not necessary as they "had done it several times before." This time, however, the captain objected and they were each fined \$10 or ten days imprisonment.

Making Fast to Vessel Still Under Way.

Three masters and one mistress of sampans were summoned for making fast to the Tilawa while she was under way. Accused pleaded not guilty.

In the witness-box, L/S. Hill stated that he was on duty in No. 9 Police Launch on March 28, at about 4 p.m. The Tilawa was then steaming from No. 4 Wharf, Kowloon, and witness saw the 4 sampans alongside the steamer, made fast to it by ropes. Witness arrested two of them, the remaining two making off. Their numbers, however, were taken and they were arrested later.

The accused said that they were "very near the vessel," but were not actually made fast to it. When asked whether they could produce any witnesses, they answered in the negative and were fined \$10 or ten days each.

Obstructions in the Southern Fairway.

For causing an obstruction in the Southern Fairway the master of a sampan who pleaded guilty, was \$10 or ten days.

The master of a junk was also brought up on the same charge. Accused pleaded not guilty and said he was leaving after discharging cargo to one of the godowns. He was also fined \$10 or ten days.

Dangerous Goods.

Ten cases of phosphorus were among the dangerous goods included in the manifest of the Tacoma Maru which arrived in port from Japan on April 1.

The master of the s.s. Kamo Maru, from Middlesborough and Singapore, reports having among his cargo, 40 tins of amorphous phosphorus and lysol.

Shanghai District Wreck.

A Notice to Mariners states that the s.s. Fuhai lies sunk in the South Channel Entrance to the Yangtze River in a position from which Kitoan Beacon bears S. 60 degree W., distant 1.28 miles. The vessel lies in about 16 feet of water at low water of extraordinary spring tides, with masts and funnel showing. A green wreck-marking buoy, showing a green flashing light every 3 seconds, has been moored about 2.6 cables N. 72 degree E. from the wreck.

Chart affected: Marine Department Chart No. 1.

(Continued on next column).

ARRIVALS.

April 2.

Afrika, Danish str., 5,409 tons. Capt. E. Hemmriestrap, from Singapore, buoy No. A29.—John Mannors & Co.
Chenai, British str., 7,355 tons. Capt. A. Cook, from Shanghai and Amoy, buoy No. B13.—B. & S.
Chip Shing, British str., 1,109 tons. Capt. Mitford, from Weihaiwei, buoy No. C33.—Jardine, Matheson & Co.
Cremor, Dutch str., 2,784 tons. Capt. G. J. Harmsen, from Singapore, buoy No. A25.—J.C.J.L.
Deli Maru, Japanese str., 2,173 tons. Capt. E. Yamamoto, from Canton, O.S.K. Wharf.—O.S.K.
Esquilino, Italian str., 5,355 tons. Capt. Nicolich, from Singapore, buoy No. A8.—Dodwell & Co.
Glengarry, British str., 5,843 tons. Capt. I. Angier, from Shanghai, buoy No. A1.—Jardine, Matheson & Co.
Halvard, British str., 1,917 tons. Capt. W. Lee, from Hoihow, buoy No. C46.—Kwong Ngan Sang.
Ka Heng, Portuguese str., 389 tons. Capt. Jose Hutanes, from Kwang Chow Wan, Saikong Wharf.—Hong On.
Kenilworth, British str., 3,285 tons. Capt. A. W. Goffin, from Chinwangtao, buoy No. B30.—Sandar, Weiler & Co.
Lomedon, British str., 4,262 tons. Capt. J. Hatfield, from Singapore, Holt's Wharf.—B. & S.
Lushan Maru, Japanese str., 1,507 tons. Capt. Nagayama, from Canton, buoy No. C15.—N.Y.K.
Norovard, Dutch str., 2,336 tons. Capt. Strard, from Swatow, buoy No. A28.—J.C.J.L.
Rantau Pandjang, Dutch str., 1,501 tons. Capt. J. Hildernisse, from Stagen, buoy No. A27.—J.C.J.L.
Surabaya Maru, Japanese str., 2,728 tons. Capt. S. Matsuda, from Soerabaya, buoy No. A10.—O.S.K.
Tonkin, French str., 507 tons. Capt. J. Bonnamour, from Port Bayard, buoy No. C14.—M.M.

CLEARANCES.

April 2.

Anking, for Singapore.
Anlee, for Tientsin.
Calchas, for Singapore.
Chenai, for Canton.
City of Khios, for Manila.
Esquilino, for Shanghai.
Foehing, for Swatow.
Francis Garnier, for Haiphong.
Haiching, for Swatow.
Ka Heng, for Kwang Chow Wan.
Meikai Maru, for Whampoa.
New Mathilde, for Hoihow.
Pronto, for Hoihow.
Soochow, for Amoy.
Sunkong, for Kwang Chow Wan.
Taisei Maru, for Hongay.
Tasclusen, for San Pedro.
Tenyo, for Shanghai.
Tjisondari, for Muntok.

MARINE COURT CASES.

The master of the Anjou was before Comdr. Hole at the Marine Court yesterday for neglecting to make an entry in the official log book of documents delivered to him as required by Section 253 M.S.A. 1864. He was fined \$25.
For carrying an excess of ten passengers, the mistress of a passenger boat, who pleaded guilty, was fined \$10.
Pleading guilty to a summons for carrying a cargo of bricks, the master of a fishing junk was fined \$10.

Death at Sea.
The master of the Halvard from Singapore and Hoihow, reports the death of a Chinese deck passenger who was buried at sea.

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Steamship	Tons	From Hongkong (about)	Destination
"PADUA"	5,907	4th Apr. Noon	Mar. L'don, A'werp, B'lm. & Hamburg
"NADDERA"	16,088	13th Apr.	Mar. L'don, A'werp, B'lm. & Hamburg
"MIRZAPUR"	6,715	16th Apr.	Mar. L'don, A'werp, B'lm. & Hamburg
"KARMA"	9,128	20th Apr.	Mar. L'don, A'werp, B'lm. & Hamburg
"ALIPORA"	5,873	24th Apr.	Mar. L'don, A'werp, B'lm. & Hamburg
"MANTUA"	10,946	27th Apr.	Mar. L'don, A'werp, B'lm. & Hamburg
"NAGPUR"	5,853	4th May	Mar. L'don, A'werp, B'lm. & Hamburg
"KIDDERPORE"	5,334	8th May	Mar. L'don, A'werp, B'lm. & Hamburg
"KALYAN"	9,114	11th May	Mar. L'don, A'werp, B'lm. & Hamburg
"MOBEA"	10,953	15th May	Mar. L'don, A'werp, B'lm. & Hamburg
"LAHORE"	6,322	1st June	Mar. L'don, A'werp, B'lm. & Hamburg
"DELTA"	8,097	8th June	Mar. L'don, A'werp, B'lm. & Hamburg
"JEYPORE"	6,322	15th June	Mar. L'don, A'werp, B'lm. & Hamburg
"RAJPUTANA"	15,588	22nd June	Mar. L'don, A'werp, B'lm. & Hamburg
"PRIM"	7,948	29th June	Mar. L'don, A'werp, B'lm. & Hamburg
"KASHGAR"	9,005	6th July	Mar. L'don, A'werp, B'lm. & Hamburg
"BANPURA"	16,501	13th July	Mar. L'don, A'werp, B'lm. & Hamburg
"KEYBER"	9,114	20th July	Mar. L'don, A'werp, B'lm. & Hamburg
"MALWA"	10,989	27th Aug.	Mar. L'don, A'werp, B'lm. & Hamburg
"KARMA"	9,128	31st Aug.	Mar. L'don, A'werp, B'lm. & Hamburg
"MOBEA"	10,953	14th Sept.	Mar. L'don, A'werp, B'lm. & Hamburg
"MANTUA"	10,946	21st Sept.	Mar. L'don, A'werp, B'lm. & Hamburg
"KASHGAR"	9,005	28th Sept.	Mar. L'don, A'werp, B'lm. & Hamburg
"KALYAN"	9,114	5th Oct.	Mar. L'don, A'werp, B'lm. & Hamburg
"MANTUA"	10,946	12th Oct.	Mar. L'don, A'werp, B'lm. & Hamburg
"KASHGAR"	9,005	19th Oct.	Mar. L'don, A'werp, B'lm. & Hamburg

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"GAMBADA"	5,307	10th Apr.	Singapore, Penang & Calcutta
"SANTHA"	7,754	17th Apr.	do. do.
"TILAWA"	10,008	31st Apr.	do. do.
"TAKLIWA"	7,936	6th May	do. do.
"TAKADA"	8,949	9th May	do. do.
"TALAMBA"	8,018	27th May	do. do.
"TALMA"	10,000	27th May	do. do.

* Cargo only.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ARAFURA"	6,000	8th May	Manila, Sandakan, Thura, Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	30th Aug.	do. do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Indo, Cebu, Kolambagan, Tawoa, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand: Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KIDDERPORE"	5,334	4th Apr. 8 a.m.	Sh'hai, Moji & Kobe.
"TAKLIWA"	7,936	10th Apr.	Amoy, Moji, Kobe, Yokoh. & Osaka
"KALYAN"	9,144	12th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"JEYPORE"	6,310	15th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	16th Apr.	Moji, Kobe, Osaka & Yokohama.
"TAKADA"	8,949	17th Apr.	Sh'hai, Moji, Kobe & Osaka.
"MOBEA"	10,953	24th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"TALAMBA"	8,018	28th Apr.	Amoy, Sh'hai, Moji, Kobe & Osaka.
"TALMA"	10,000	30th Apr.	Amoy, Moji, Kobe, Yokoh. & Osaka.
"TANDA"	6,956	7th May	Moji, Kobe, Osaka & Yokohama.
"PRIM"	7,648	9th May	Sh'hai, Moji, Kobe & Yokohama.
"DELTA"	8,097	16th May	Sh'hai, Moji, Kobe & Yokohama.
—	—	14th May	Sh'hai, Moji, Kobe & Osaka.
"TILAWA"	10,006	22nd May	Amoy, Moji, Kobe & Osaka.
"BAJAPURANA"	10,669	24th May	Shanghai, Kobe & Yokohama.
"KASHGANG"	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
"KASHGAB"	9,005	7th June	Sh'hai, Moji, Kobe & Yokohama.
"RANFURA"	16,601	21st June	Sh'hai, Kobe & Yokohama.
"KHYBER"	9,114	2nd July	Sh'hai, Moji, Kobe & Y'hama.
"ARAFURA"	6,000	3rd July	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	19th July	Sh'hai, Moji, Kobe & Yokohama.
"KARMALA"	9,123	1st Aug.	do.
"MOBEA"	10,965	1st Aug.	do.
"KASHMIR"	8,538	23rd Aug.	do.
"KALUTTA"	19,846	12th Sept.	Shanghai.
"KALYAN"	9,144	26th Sept.	Sh'hai, Moji, Kobe & Y'hama.
"MACEDONIA"	11,120	11th Oct.	Sh'hai, Moji, Kobe & Yokohama.
"KASHGAB"	9,005	21st Oct.	do.

